

APPENDICES

APPENDIX A
NOTICE OF PREPARATION (NOP), INITIAL STUDY, AND
DISTRIBUTION LIST



ORANGE COUNTY PUBLIC WORKS DEPARTMENT
OC PLANNING SERVICES
300 N. FLOWER STREET
P. O. BOX 4048
SANTA ANA, CALIFORNIA 92702-4048
NOTICE OF PREPARATION

DATE: April 30, 2014
SUBJECT: Notice of Intent to Prepare Draft Environmental Impact Report (EIR) # 619 for the Santa Ana River Parkway Extension Project
APPLICANT: Orange County Public Works Department
ADDRESS: 300 N. Flower Street, Santa Ana, California 92703

Project Contact: Jeff Dickman

Phone: (714) 647-3937

The Orange County Public Works Department (OCPW), Strategic Land Planning Division has conducted an Initial Study for the subject project and has determined that an Environmental Impact Report (EIR) is necessary. The OCPW will be the Lead Agency for the subject project and will prepare the EIR. In order for your concerns to be incorporated into the Draft EIR, we need to know your views as to the scope and content of the environmental information in connection with the proposed project. Please submit your comments related to the EIR and the proposed project to Jeff Dickman at OC Public Works Department, OC Planning, P.O. Box 4048, Santa Ana, CA 92702-4048, or email to jeff.dickman@ocpw.ocgov.com. The complete project Initial study analyses indicating the probable environmental effects of the proposed action are available for review at: 1) OC Public Works, 300 N. Flower, Room 716, Santa Ana, California 92703; and 2) OC Planning Website: www.ocplanning.net.

Location: The proposed project is located within a 2-mile stretch of the Santa Ana River Riding and Hiking Trail and Santa Ana River Class I (off-road, paved) Bikeway (SAR Parkway). Specifically, the project area is located between Gypsum Canyon Road on the west and the Orange/Riverside/San Bernardino County boundaries on the east, and between the BNSF railroad and La Palma Avenue on the north and State Route (SR) 91 freeway on the south. See the project location map on the back of this sheet.

Project Description: The proposed project includes the construction of a new Class I Bikeway, Riding and Hiking Trail, and associated amenities on the north and south banks of the Santa Ana River (SAR), between Gypsum Canyon Road Bridge and the Orange County boundary. A new Riding and Hiking Trail (approximately 1.75 miles) would be located parallel to the existing SAR Class I Bikeway that is located on the southern bank of the SAR, adjacent to SR-91. A new parallel Class I Bikeway and Riding and Hiking Trail (approximately 0.57 miles) would extend through a portion of the existing Green River Golf Course toward the BNSF Railroad, where the alignment would then follow the BNSF Railroad eastward to the Orange/San Bernardino County boundary. This new parallel Class I Bikeway and Riding and Hiking Trail would start approximately 0.15 mile upstream from the Coal Canyon off-ramp in Chino Hills State Park. A new parallel Class I Bikeway and Riding and Hiking Trail would extend eastward from Gypsum Canyon Road Bridge (approximately 1.07 miles) on the northern bank of the SAR, adjacent to La Palma Avenue. Three bridges (narrow/non-vehicular) will be constructed. Two of those bridges will cross the Santa Ana River and will connect the new Class I Bikeway, the new Riding and Hiking Trail, and the existing SAR Class I Bikeway. The proposed project will include other design features such as a staging area, trailheads, turnouts, and vista points. Construction of the proposed project is expected to take approximately 18 months and is anticipated to begin mid-2017.

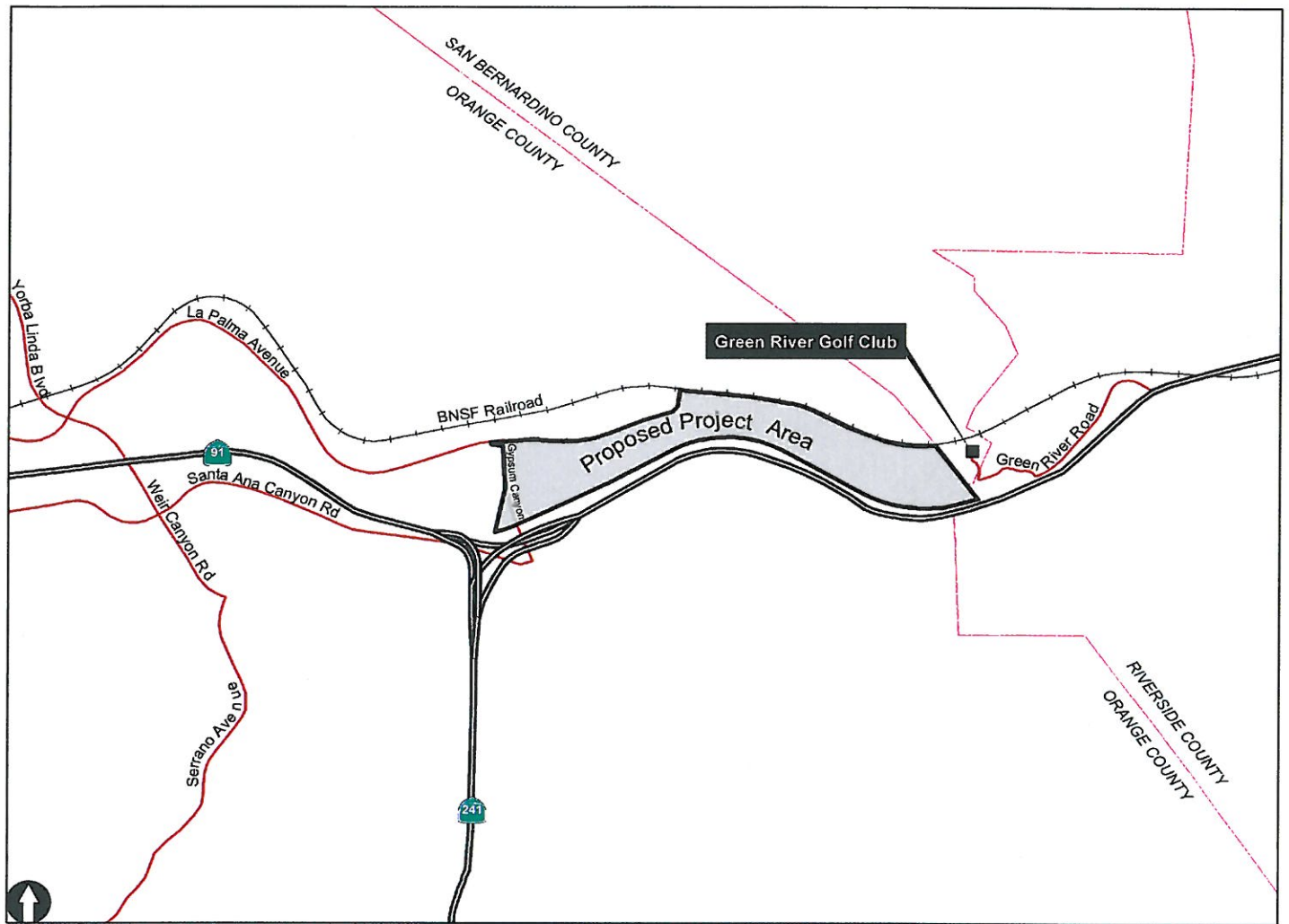
Public Scoping Meeting: A public scoping meeting is scheduled for Saturday, May 10, 2014 from 10:00 A.M. - 1:00 P.M. at the Green River Golf Club (Tri-County Rooms), 5215 Green River Road, Corona, California 92880. All parties are invited to attend this meeting to provide comments and input on the content of the EIR for this proposed project. See the meeting location map on the back of this sheet.

Pursuant to Section 21080.4 of CEQA, your response must be sent as soon as possible, but **not later than 30 days after receipt of this notice**. The 30-day public review period starts May 1, 2014 and ends May 30, 2014.

All parties that have submitted their names and mailing addresses will be notified if any significant changes in the proposed project occur. If you wish to be placed on the mailing list, please submit your name and mailing address to Jeff Dickman at OC Public Works Department, OC Planning, P.O. Box 4048, Santa Ana, CA 92702-4048. If you have any questions or need additional information, please call the Project Contact at the number listed above.

Submitted by:

Manager, Strategic Land Planning Division



Project Location Map / Meeting Location Map

Santa Ana River Parkway Extension Project Initial Study (IP 14-138)

ENVIRONMENTAL CHECKLIST

1. **Project Title:** Santa Ana River Parkway Extension Project
2. **Lead Agency Name and Address:**

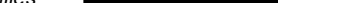
Orange County Public Works Department/OC Planning Services
300 N. Flower Street
Santa Ana, CA 92703-5000
3. **Contact Person and Phone Number:** Jeff Dickman, Trails Coordinator (714) 647-3937
4. **Project Location:** Santa Ana River area, bounded by La Palma Avenue and Burlington Northern Santa Fe (BNSF) Railroad to the north, Orange/Riverside/San Bernardino County boundary to the east, State Route (SR) 91 to the south, and Gypsum Canyon Road to the west.
5. **Project Sponsor's Name and Address:**

Orange County Community Resources, Orange County Parks
13042 Old Myford Road
Irvine, CA 92602
ATTN: Rich Alder
6. **General Plan Designation:** City of Yorba Linda: Open Space General and Commercial General; County of Orange: Open Space
7. **Zoning:** City of Yorba Linda: OS (Open Space) and PD-22 (Planned Development, Coal Canyon) with FP-2 (Floodplain) Overlay; County of Orange: A1 (General Agriculture)
8. **Description of Project:** The Santa Ana River Riding and Hiking Trail and Santa Ana River Class I (off-road, paved) Bikeway (SAR Parkway) is a landscaped corridor, with recreational facilities, that is intended to provide a recreational and commuter link from the Pacific Ocean to the San Bernardino Mountains for walkers, joggers, runners, hikers, bicyclists, and equestrians. Since 1955, when the idea of the SAR Parkway was formalized, a total of 43 miles of the 110-mile trail have been completed¹. It is estimated that over one million trail users visit the Orange County portion of the SAR Parkway each year.

The Santa Ana River Parkway Extension Project (proposed project) is located within a 2-mile stretch of the SAR Parkway. The proposed project is located on the north and south sides of the Santa Ana River (river). Specifically, the project area is located between Gypsum Canyon Road on the west and the Orange/Riverside/San Bernardino County boundaries on the east, and between the BNSF railroad and La Palma Avenue on the north and State Route (SR) 91 freeway on the south; refer to Figure 1-1, Regional Map, and Figure 1-2, Vicinity Map. The majority of the project area is located within the City of Yorba Linda. The easternmost portion of the project area is located within unincorporated Orange County.

¹ Santa Ana River Trail & Parkway, <http://www.santaanarivertrail.org/about-us/history.html>, accessed on September 23, 2013.

Scale 1 : 126720
1" = 2 miles



0 1 2 4 Miles

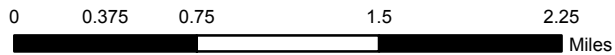
P:\P&D Environment\OC Parks On-Call Agreement_OC\P12-018\00005442_Santa Ana Parkway Project_Phase IIA\900-Working Docs-CAD\GIS\Figure 1-2 Vicinity Map.mxd



Source: Aerial Imagery: Microsoft (2010), OC Public Works (2014), and AECOM (2014).



Scale 1 : 47,520
1" = 0.75 mile



**Figure 1-2
Vicinity Map**

EXISTING CONDITIONS

The river flows westerly through the center of the project area. The project area includes levees or elevated earthen benches, a portion of a regional railroad corridor, Canyon RV Park (with Featherly Regional Park), Chino Hills State Park, and the Green River Golf Club (GRGC). Canyon RV Park is a private leasehold with RV hookups and cabins on a portion of Orange County Parks' (OC Parks) land just north of SR-91 and adjacent to Gypsum Canyon Road. The GRGC is owned and operated by the Orange County Flood Control District (OCFCD).

The Orange County portion of the SAR Parkway includes an existing Class I (off-road, paved) Bikeway (bikeway). The bikeway begins at the Pacific Ocean and extends inland 28 miles along the river, to the Orange County boundary. The bikeway arrives at the project area from the west on the river's north bank at Gypsum Canyon Road. The bikeway then crosses south over the river on the Gypsum Canyon Road Bridge. From the south side of the river the bikeway extends east through the project area terminating at the Orange County boundary and Green River Road. This existing portion of the bikeway primarily utilizes the 12-foot paved river levee service road that follows the south bank of the river. The levee service road is adjacent to the SR-91. Access points are located along this portion of the bikeway, including connections to other existing regional riding and hiking trails located outside of the project area (i.e., Gypsum Canyon Riding and Hiking Trail and Coal Canyon Riding and Hiking Trail). Several wildlife corridors (e.g., Coal Canyon, Brush Canyon, Gypsum Canyon, etc.) are also located within and/or adjacent to the project area.

The Orange County portion of the SAR Parkway also includes an existing, unpaved Riding and Hiking Trail, which currently extends inland 26 miles from the Pacific Ocean, and arrives at the project area from the west along the north bank of the river, and terminates at the Gypsum Canyon Road Bridge. A 2-mile gap in the Riding and Hiking Trail exists within the project area between the Gypsum Canyon Road Bridge and the Orange County boundary.

The following land uses surround the project area:

- North. Residential uses (including the Villa del Rio neighborhood and Riverbend Apartments), open space, and a portion of the Chino Hills State Park are located north of La Palma Avenue and the BNSF Railroad.
- East. Portions of the GRGC are located to the east of the project area, near the Orange County boundary.
- South. The SR-91 freeway is located directly south of the project area. South of the SR-91 freeway are Orange County parkland, Chino Hills State Park, and undeveloped land within the City of Anaheim.
- West. Gypsum Canyon Road is located to the west of the project area. A portion of Canyon RV Park is located west of Gypsum Canyon Road.

PROJECT PURPOSE AND NEED

On October 17, 2006, the Counties of Orange, Riverside, and San Bernardino; the Santa Ana Watershed Project Authority (SAWPA); and the Wildlands Conservancy entered into a Memorandum of Understanding (MOU) to coordinate planning along the river and assist in completing the SAR Parkway. When finished, this regional recreational resource would include a Class I Bikeway and a Riding and Hiking Trail. The Class I Bikeway is planned from the Pacific Ocean to the foothills of the San Bernardino Mountains. The Riding and Hiking Trail is planned from the Pacific Ocean to Big Bear Lake, high in the San Bernardino Mountains.

As described previously, the existing Orange County portion of the bikeway extends 28 miles from the Pacific Ocean to the Orange County boundary. However, the bikeway within the project area currently connects only to Green River Road on the south side of the river at the

Orange/Riverside County boundary. Additionally, the existing Orange County portion of the 26-mile Riding and Hiking Trail also begins near the Pacific Ocean but ends approximately 2 miles west of the Orange County boundary at Gypsum Canyon Road in the City of Yorba Linda. The proposed project would complete the 2-mile gap of the Orange County portion of the Riding and Hiking Trail and provide a new Class I Bikeway on the north side of the river, both of which would extend to the Orange/San Bernardino County boundary just south of the BNSF railroad.

PROJECT ELEMENTS

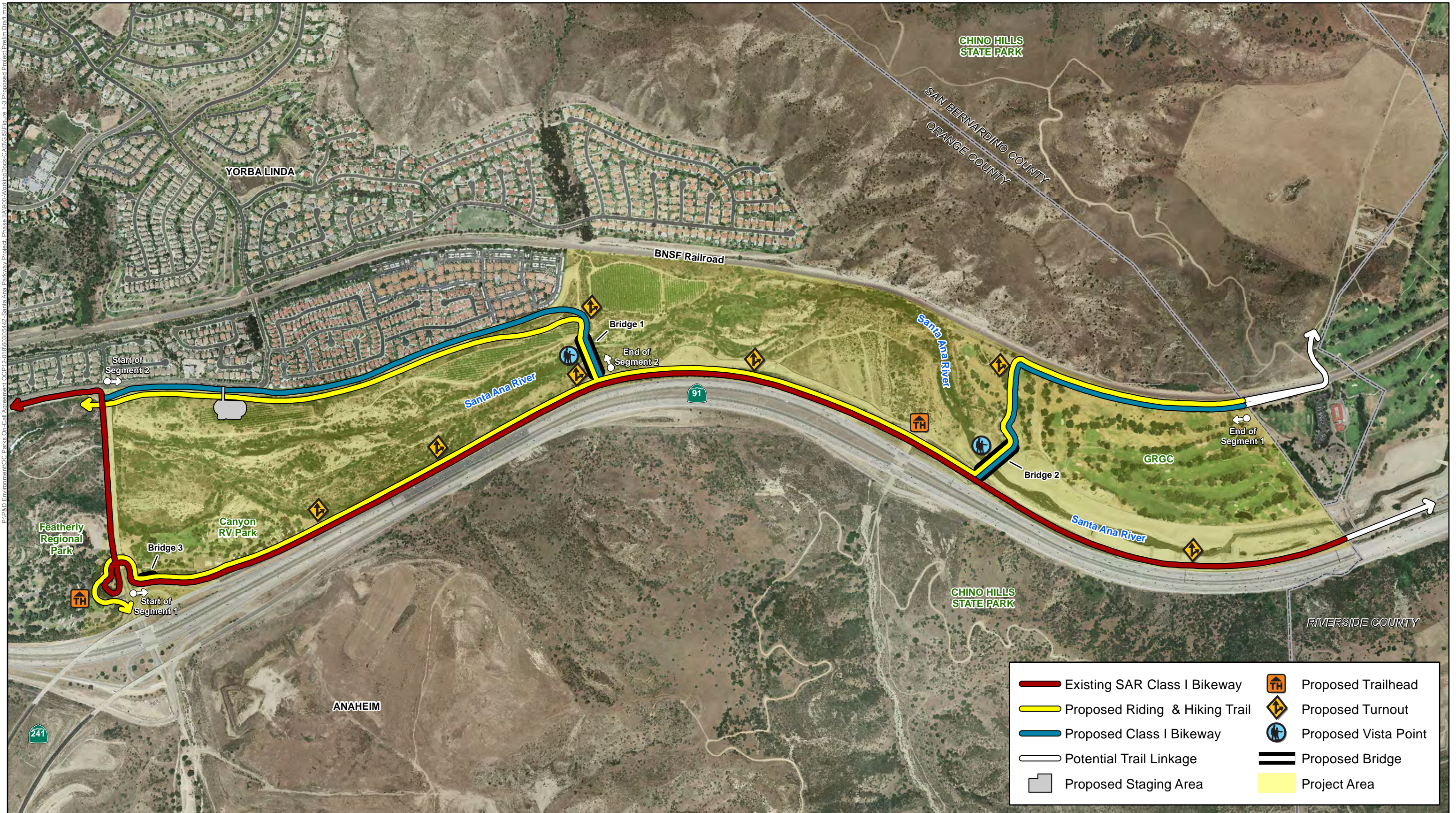
The proposed project includes the construction of a new Class I Bikeway, Riding and Hiking Trail, and associated amenities on the north and south banks of the river between Gypsum Canyon Road and the Orange County boundary (refer to Figure 1-3, Proposed Project.) The proposed project's main elements are described below, followed by additional detailed descriptions of some of the design features.

Segment 1

A new Riding and Hiking Trail would be located parallel to the existing bikeway that is located on the southern bank of the river adjacent to the SR-91. The new Riding and Hiking Trail would begin at Gypsum Canyon Road in the southwestern-most portion of the project area. Within Canyon RV Park, at Featherly Regional Park, the new Riding and Hiking Trail would span (via Proposed Bridge #3) the existing Gypsum Canyon Channel located immediately east of Gypsum Canyon Road. Bridge #3 has a proposed width and length of 15 feet and 100 feet, respectively. Eastward from Bridge #3, the proposed Riding and Hiking Trail would meander approximately 1.75 miles between the river and the existing bikeway to proposed Bridge #2, which would be located approximately 0.15 mile east from the Coal Canyon Road. It should be noted that the existing bikeway would maintain its current extension eastward parallel to the SR-91 from the proposed Bridge #2 to the Orange/Riverside County boundary. Bridge #2, which would accommodate both the new Class I Bikeway and new Riding and Hiking Trail, would have a physical structure width of 25 feet and would consist of three spans, 120 feet each, for a total length of 360 feet. From Bridge #2, within the unincorporated Orange County portion of the project area, a new parallel Class I Bikeway and Riding and Hiking Trail would be constructed. The parallel Class I Bikeway and Riding and Hiking Trail would extend through a portion of the existing GRGC toward the BNSF Railroad. The new Class I Bikeway and Riding and Hiking Trail would then parallel the BNSF Railroad eastward to the Orange/San Bernardino County boundary. Approximately 3,000 linear feet of new paving would be required for the new Class I Bikeway to connect from Bridge #2 to the Orange/San Bernardino County boundary. Trailheads would be located at Featherly Regional Park and near the Coal Canyon Trail at Chino Hills State Park. Five turnouts would be provided along Segment #1 at various locations throughout the project area. In addition, one turnout would be provided along the existing bikeway, between Chino Hills State Park and the Orange County boundary. A vista point would be provided at the east end of the Chino Hills State Park at the river overlook.

Segment 2

A new parallel Class I Bikeway and Riding and Hiking Trail would be located on the northern bank of the river, adjacent to La Palma Avenue. The new Class I Bikeway would utilize the existing, paved County service road on top of the existing levee. The new Riding and Hiking Trail would be located on the river side of the new Class I Bikeway. The new parallel Class I Bikeway and Riding and Hiking Trail would extend eastward from Gypsum Canyon Road approximately 0.75 mile to the end of the paved portion of the existing County service road. From this point, the new parallel Class I Bikeway and Riding and Hiking Trail would continue eastward and southward to proposed Bridge #1. Approximately 1,700 linear feet of new paving would be required for the new Class I Bikeway to connect the existing County service road to Bridge #1. Bridge #1 would cross the river and join Segment #1. Bridge #1, which would accommodate both the new Class I Bikeway and new Riding and Hiking Trail, would have a physical structure width of 25 feet and



Eagle Aerial Imaging (2014), OC Public Works (2014), and AECOM (2014).



Note: Project Elements Not Drawn to Scale

Figure 1-3
Proposed Project

would consist of three 115-foot spans, for a total length of 345 feet. A turnout would be provided at the north end of Bridge #1 and a vista point would be provided at the midpoint of Bridge #1. A Staging Area is proposed adjacent to Segment #2, east of the La Palma Avenue and Gypsum Canyon Road intersection. It would be accessed by vehicles from La Palma Avenue. The Staging Area would be located at a lower elevation than La Palma Avenue.

Design Features

Trails and Bikeways

The proposed bikeway alignments follow existing paths wherever possible, provided the existing paths meet the current design speeds and stopping sight distances as defined for Class I Bikeways in Chapter 1000, "Bikeway Planning and Design," of the *California Department of Transportation Highway Design Manual* (September, 2006).

Bridges

All proposed bridges are narrow, non-vehicular bridges needed for Class I Bikeway and/or Riding and Hiking Trail crossings.

- Bridge #1. This bridge would connect Segments #1 and #2 of the proposed project. This bridge would be located near, but downstream of the confluence of Brush Canyon and the river. Bridge #1 would have a deck span of 345 feet with two piers (three spans of 115 feet each). The bridge would be designed for a 20-foot deck width and would have a total structural width of 25 feet.
- Bridge #2. Bridge #2 would connect the new Riding and Hiking Trail element of Segment #1 to the north and south sides of the river. Bridge #2 would also allow for connection of the existing bikeway on the south side of the river with the new Class I Bikeway on the north side. This bridge would be located just east of the Chino Hills State Park/Coal Canyon Trail and would span the river to reach the golf course. Bridge #2 would have a deck length of 360 feet with two piers (three spans of 120 feet each). The bridge would be designed for a 20-foot deck width and would have a total structural width of 25 feet.
- Bridge #3. This bridge would be located within the Canyon RV Park and would span the Gypsum Canyon Channel to provide better access along the new Riding and Hiking Trail as part of Segment #1. It is anticipated that Bridge #3 would be a pre-fabricated metal truss structure that would be 100 feet long with no piers. The bridge would have a total structural width of 15 feet.

Staging Area

The proposed Staging Area on the north bank of the river would be accessed from La Palma Avenue, east of Gypsum Canyon Road. The Staging Area would provide access to the Class I Bikeway and Riding and Hiking Trail from the north side of the river. The staging area may include the following amenities:

- Native drought tolerant plants and shade trees;
- Benches;
- Picnic tables;
- Bicycle racks – no long term storage;
- Fencing and hitching rails;
- Corral;
- Water for horses;
- Water for hikers, bikers, and riders;
- Entry road drive and monumentation;
- Interpretive and directional signage;

- Trash receptacles;
- Parking for 24 vehicles;
- Five pull-thru parking spaces for horse trailers;
- Shade structure;
- Restrooms;
- Minimal security lighting; and
- Paved parking lot and entry drive.

Trailheads

Trailheads are non-vehicular crossroads that serve as a rest area and orientation point where two or more trails and/or bikeways meet. They are typically smaller, accommodate fewer people, and have fewer facilities than a staging area. The proposed project proposes two trailheads, which are anticipated to be located at Gypsum Canyon Road/Featherly Regional Park and Coal Canyon/Chino Hills State Park.

- Trailhead for Gypsum Canyon Riding and Hiking Trail/Proposed Project. This trailhead may be located within Canyon RV Park (Featherly Regional Park) near the main entry gatehouse and adjacent to the entry drive. An optional drop off may be designed to allow hiker and bicycle unloading. No parking would be provided. The trailhead may be reached from the Gypsum Canyon Riding and Hiking Trail to the south, from Gypsum Canyon Road Bridge from the north, or from the existing bikeway and new Riding and Hiking Trail to the east.
- Trailhead for Coal Canyon Riding and Hiking Trail/Proposed Project. This trailhead would be located at Chino Hills State Park within the OCFCD right-of-way next to the Coal Canyon/SR-91 underpass. This trailhead would be located in the middle of the project area and may be reached from the existing bikeway and new Riding and Hiking Trail from either the east or west, or from the Coal Canyon Riding and Hiking Trail to the south.

The trailheads would provide users with the following limited features:

- Benches (two);
- Picnic tables (two);
- Trash receptacles;
- Bicycle racks (no long term storage);
- Hitching posts;
- Water for horses;
- Water for hikers, riders, and bicyclists;
- Shade trees;
- Interpretive and directional signs;
- Shade structure; and
- Drop-off (only at Featherly Regional Park).

Turnouts and Vista Points

Turnouts

A turnout is a widened section of trail to allow faster traffic to pass or a side path that allows users to pull over and rest away from the main trail. A total of five turnouts would be provided along Segment 1 and one turnout along Segment 2. In addition, one turnout along the existing bikeway between Chino Hills State Park and the Orange County boundary would also be provided.

Along Segment 1, four turnouts would be located between Canyon RV Park and Chino Hills State Park, including one at the south bank entry to Bridge 1. Two other turnouts would be located in the eastern part of the project area: one would be located midway along the big bend of the

existing SAR Class I Bikeway between Chino Hills State Park and the Orange County boundary, and the other would be located at the bend of the new Class I Bikeway and Riding and Hiking Trail at the GRGC in the vicinity of the BNSF Railroad. On Segment 2, the turnout would be located at the north bank entry to Bridge 1.

The turnouts would include the following features:

- Widened pavement;
- Bench;
- Shade trees and native vegetation;
- Signage – direction or mileage;
- Trash receptacle; and
- Fencing, as needed.

Vista Points

A vista point is a type of turnout/rest area used for orientation that is specifically focused on scenic long-distance views and overlooks either upstream, downstream, or across the project area. There are a total of 2 potential vista point opportunities within the project area. One vista point would be east of Chino Hills State Park (on OCFCD land). The vista point would be located at the high point looking eastward over the GRGC and upstream along the river. The second vista point would be created on Bridge 1 above a mid-point pier on the west side of the bridge to look westward and downstream.

A vista point on land would have similar features as the turnouts identified above. A vista point located on a bridge deck would be more limited with only a widened pullout and, if there is room, a bench and signage.

Fencing

Fencing for the proposed project would be one of the following:

- Chain link (12-feet high);
- Chain link (6-feet high);
- Wood rail – intermittent; and
- Landscape/sound wall buffer.

A portion of the 12-foot high chain link protective fencing would be located within the floodplain. In this area, the design includes a floating fence design that would allow debris to pass during higher storm events.

Trail Surface Materials

Trail surfacing would typically be locally-sourced, compacted decomposed granite (DG) for the soft surface Riding and Hiking Trail.

Bikeway Paving Treatments

The new Class I Bikeway surface would typically be asphaltic concrete (AC), similar to the existing bikeway paving. Because bicycles are easily deflected by surface irregularities, care would be taken to maintain a smooth surface to facilitate safe cycling. Striping or other surface markings would be non-skid paint or tape. A regular sweeping plan would be necessary where the bikeway passes under existing bridges (i.e., Gypsum Canyon Road Bridge) and is low enough to accumulate debris from winter storm flows. These specific locations may be constructed with concrete for durability.

Plant Materials

Plant material would be confined to developed trail features along the new Class I Bikeway and Riding and Hiking Trail, specifically at staging areas, trail heads, vista points, and turn outs. All planting would be regional native species. Trail features would occur at fairly regular intervals along the project area and native trees would be the primary shading method at these locations. Additional native shrub plantings would be incorporated into these locations to help integrate them with surrounding habitats and the overall riparian ecosystem.

Signage and Interpretive Boards

Project signage may be directional, distance (mileage), regulatory/advisory, or interpretive. Due to the limited number of access points within the project area, directional and other typical signage would occur primarily at staging areas, trailheads, and where users may intersect. Distance markers may occur on a regular interval of at least once per mile and, more likely, every half mile.

Interpretive signage would typically coincide with a point of public interest, but would likely be more concentrated at the staging areas, trailheads, and vista points where users are more likely to spend time off the trail surface resting or admiring the views.

For all but regulatory signs, proposed project signage would be comprehensively designed as a definitive signature element that ties the experience of the project area together with the rest of the Orange County trail system, as well as the rest of the SAR Parkway.

CONSTRUCTION SCHEDULE

Construction is expected to be eighteen (18) months in duration and is anticipated to begin mid-2017.

Environmental Factors Potentially Affected

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

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

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

Printed Name

Date

Environmental Checklist Form

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FORESTRY RESOURCES --				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

III. AIR QUALITY --

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS --

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS --

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY –

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING --				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

XVII. UTILITIES AND SERVICE SYSTEMS --

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I. AESTHETICS

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

LESS THAN SIGNIFICANT IMPACT. The project area has high aesthetic value due to its location along the SAR and the surrounding open space areas that feature varying topography and prominent ridgelines. The County of Orange General Plan Scenic Highway Plan identifies the section of the State Route (SR)-91 Freeway bordering the project area as a viewscape corridor. The General Plan defines a viewscape corridor as a route that traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impact of highway and land development upon the significant scenic resources along the route. The City of Yorba Linda General Plan does not identify any specific scenic vistas, however, it does recognize the “scenic and visual qualities of hillside areas and ridgelines” and indicates a desire to “preserve and protect the scenic and visual quality of canyon and hillside areas as a resource of public importance.”²

The proposed project involves improvements to the connectivity of the existing SAR Class I Bikeway and Riding and Hiking Trail within the Parkway. Implementation of the proposed project would include new trails and bikeways on the north and south banks of the SAR, three non-vehicular bridges, and other associated amenities. Overall, the proposed project would provide amenities that encourage the enjoyment and protection of existing aesthetic resources within the project area. Plant materials would be confined to developed trail features along the trail and bikeway, specifically at staging areas, trailheads, vista points, and turnouts. All planting would be regional native species. Trail features would occur at fairly regular intervals along the bikeway and riding/hiking alignments and native trees would be the primary shading method at these locations. Additional native shrub plantings would be incorporated into these locations to help integrate them with surrounding habitats and the overall riparian ecosystem.

Construction of the proposed project may create temporary aesthetic impacts (e.g., exposed surfaces, construction debris, equipment, and truck traffic) associated with construction activities. However, these aesthetic impacts would be short-term in nature and would cease with completion of construction of the proposed project. Views of open space areas and prominent ridgelines from areas within the vicinity of the project area, including from the SR-91 viewscape corridor, would not be blocked or altered following project construction. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as Canyon RV Park and GRGC. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

NO IMPACT. There are no designated state scenic highways, or highways that have been determined to be eligible for such designation, within the vicinity of the project area. As mentioned above, the County of Orange General Plan Scenic Highway Plan does identify the section of the SR-91 Freeway bordering the project area as a viewscape corridor. However, implementation of the proposed project would not block or alter scenic views from areas within the vicinity of the project site, including the SR-91 viewscape corridor. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as Canyon RV Park and GRGC. No scenic resources, including trees, rock outcroppings, or historic buildings would be altered or damaged as part of the proposed project. Therefore, no impacts to scenic resources within a state scenic highway would occur. This issue will not be analyzed further in the EIR.

² City of Yorba Linda General Plan Update, December 6, 1993 and April 20, 2004.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

LESS THAN SIGNIFICANT IMPACT. As described previously, construction of the proposed project may create temporary aesthetic impacts (e.g., exposed surfaces, construction debris, equipment, and truck traffic) associated with construction activities. However, these aesthetic impacts would be short-term in nature and would cease with completion of construction of the proposed project. Following project construction, the existing surrounding views of open space areas and prominent ridgelines from areas within the vicinity of the project area, including from the SR-91 viewscape corridor, would not be blocked or altered. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as Canyon RV Park and GRGC. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Currently, there is no lighting along the existing bikeways and trails within the project area as use of the facilities are restricted to daylight hours. The proposed project would not include lighting along new or existing trails, however, it would include minimal security lighting for the staging area near the La Palma Avenue/Gypsum Canyon Road intersection. As a condition of approval, the County of Orange requires, prior to issuance of any building permit, that the applicant demonstrate all exterior lighting has been designed and located so that all direct rays are confined to the property in a manner meeting the approval of the Manager, Building Permit Services. No other components of the proposed project would include lighting or building materials that would generate substantial light or glare. Therefore, impacts related to the creation of new sources of light and glare would be less than significant. This issue will not be analyzed further in the EIR.

II. AGRICULTURE AND FOREST RESOURCES

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

POTENTIALLY SIGNIFICANT IMPACT. The project area contains land designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation³. As such, implementation of the proposed project has the potential to convert farmland to non-agricultural use. Therefore, this issue will be analyzed in the EIR.

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

NO IMPACT. There are no Williamson Act contracts located on or adjacent to the project area. No agricultural zoning exists within the portion of the project area that is located within the City of Yorba Linda. The portion of the project area that is located within unincorporated Orange County is currently zoned A1 (General Agricultural). The A1 zoning designation provides for agriculture, outdoor recreational uses, and low intensity uses which have a predominately open space character. It should be noted that the only existing use within this A1 zoned area is the GRGC. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur. This issue will not be analyzed further in the EIR.

³ Farmland Mapping & Monitoring Program (FMMP), <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx> accessed on September 16, 2013.

- c) **Would the project 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. The project area is not located on forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), nor is the project area zoned as timberland (as defined by Government Code section 51104(g)). Implementation of the proposed project would not involve any changes that could result in the conversion of timberland to non-timber uses. No impacts related to forest resources would occur. This issue will not be analyzed further in the EIR.

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

NO IMPACT. As described above, the project area is not located on forest land, nor would the project involve the conversion of forest land to a non-forest use. No impacts related to the loss or conversion of forest land would occur. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project would involve changes in the existing environment that have the potential to result in the conversion of farmland to non-agricultural use. Therefore, this issue will be analyzed in the EIR.

III. AIR QUALITY

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to conflict with applicable air quality plans (South Coast Air Quality Management Plan) and could result in significant impacts during construction. Therefore, this issue will be analyzed in the EIR.

- b) **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to violate air quality standards or contribute substantially to an existing or projected air quality violation and could result in significant impacts during construction. Therefore, this issue will be analyzed in the EIR.

- c) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to cumulatively increase criteria pollutants within a non-attainment area that is under a federal or state ambient air quality standard and could result in significant impacts during construction. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in an increase in air pollutant emissions during construction, which could potentially expose sensitive receptors to substantial pollutant concentrations and could result in significant impacts. Therefore, this issue will be analyzed in the EIR.

e) Would the project create objectionable odors affecting a substantial number of people?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in objectionable odors during construction and/or operation which could affect a substantial number of people and could result in significant impacts. Therefore, this issue will be analyzed in the EIR.

IV. BIOLOGICAL RESOURCES

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW)⁴ or U.S. Fish and Wildlife Service (USFWS). Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. Therefore, this issue will be analyzed in the EIR.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to interfere substantially with the movement of a native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. Therefore, this issue will be analyzed in the EIR.

⁴ Formerly called the California Department of Fish and Game.

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

NO IMPACT. Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Orange County does not have any policy or ordinance protecting biological resources, such as trees. While the City of Yorba has a Tree Preservation Ordinance under City Code Section 16.08.010,⁵ no City trees would be removed as part of the proposed project. No impact would occur. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The northern-most boundary of the Central Subarea of the Orange County NCCP/HCP ends along the south side of State Route 91 (SR-91), which is outside of the project area. However, implementation of the proposed project does have the potential to conflict with other local conservation plans, specifically the Santa Ana River Canyon (SARC) Habitat Management Plan (HMP) and the Brush Canyon HMP, both of which have portions located within the project area. Therefore, this issue will be analyzed in the EIR.

V. CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to cause a substantial change in the significance of a historical resource as defined in Section 15064.5 of CEQA. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to disturb human remains. Therefore, this issue will be analyzed in the EIR.

⁵ City of Yorba Linda 2013.

VI. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

POTENTIALLY SIGNIFICANT IMPACT. The Earthquake Fault Zones map for the Prado Dam Quadrangle identifies an active fault and earthquake fault zone north of the project area, north of the Villa Del Rio neighborhood and the BNSF railroad.⁶ The Yorba Linda General Plan identifies the Whittier fault and fault zone in the same general area as indicated on the Earthquake Fault Zones map for the Prado Dam Quadrangle. As such, implementation of the proposed project could expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. Therefore, this issue will be analyzed in the EIR.

- (ii) Strong seismic ground shaking?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project could expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction. Therefore, this issue will be analyzed in the EIR.

- (iv) Landslides?

LESS THAN SIGNIFICANT IMPACT. The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. Due to its location, there are a number of steep slopes in the vicinity of the project area that could subject the proposed project to landslides. Although the proposed project is anticipated to result in an increased number of bike/trail users and increased maintenance activities, maintenance and use of the facilities would be related to intermittent and temporary recreational purposes only. No permanent, habitable structures would be included as part of the proposed project. Therefore, landslide-related impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Grading and excavation during construction would expose soils to potential erosion and could result in the loss of topsoil. Therefore, this issue will be analyzed in the EIR.

⁶ State of California Department of Conservation, Search for Regulatory Maps; Alquist-Priolo Earthquake Fault Zones, <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>. Accessed September 18, 2013.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the project could locate project elements on a geologic unit or soil that is unstable, or could become unstable as a result of the proposed project, and potentially result in impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. According to the County of Orange General Plan, much of Orange County is covered by expansive soils. As such, implementation of the project could potentially expose people to risks related to expansive soils. Therefore, this issue will be analyzed in the EIR.

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

NO IMPACT. The project does not include septic tanks or alternative waste disposal systems. This issue will not be analyzed further in the EIR.

VII. GREENHOUSE GAS EMISSIONS

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to conflict with an applicable plan, policy, or regulation (such as Assembly Bill 32) adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, this issue will be analyzed in the EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

LESS THAN SIGNIFICANT IMPACT. The proposed project includes the construction of a new Class I Bikeway, Riding and Hiking Trail, and associated amenities. The proposed project would not use a substantial amount of hazardous materials during construction. Hazardous materials that are used during construction (e.g., petroleum-based products, paints, solvents, sealers, etc.) would be transported, used, stored, and disposed of according to City, County, state, and federal regulations. Operation of the proposed project would not involve routine transport, use, or disposal of hazardous materials, or result in the release of hazardous materials into the environment. Therefore, hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to create a significant hazard to the public or the environment reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction due to unknown hazardous materials within the project area. Therefore, this issue will be analyzed in the EIR.

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

NO IMPACT. There are no schools located within one-quarter mile of the project area. The closest school is Bryant Ranch Elementary School located at 24695 Paseo de Toronto, Yorba Linda, which is approximately 0.4 mile from the project area. Therefore, no impacts associated with the handling or emission of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. The proposed project could be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result could create a significant hazard to the public of environment. A hazardous materials site record search will be performed as part of the EIR to determine the proximity and status of any hazardous materials sites relative to the project area. Therefore, this issue will be analyzed in the EIR.

- 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 for people residing or working in the project area?**

NO IMPACT. The project area is not located within 2 miles of a public airport or in the vicinity of a public airport or public use airport. The closest airport to the project area is the Corona Municipal Airport which is approximately 4 miles to the northeast. Therefore, implementation of the proposed project would not result in public safety impacts associated with airports. This issue will not be analyzed further in the EIR.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

NO IMPACT. The project area is not located in the vicinity of a private airstrip. Therefore, implementation of the proposed project would not result in public safety impacts associated with private airstrips. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Traffic flow could be temporarily disrupted during construction of the proposed project due to a lane closure on La Palma Avenue. However, construction of the proposed project would not obstruct emergency operations, or hinder emergency responder access in the project vicinity. Upon completion of construction activities, operation of the proposed project would not obstruct traffic flow or emergency operations. Construction and operation of the proposed project would be required to comply with all city, county, and state safety codes, and the proposed project plans would be reviewed by the County's Public Works Department. Compliance with existing requirements would

ensure that impacts related to emergency response or evacuation would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. These areas are considered wildlands and are subject to wildland fire. Additionally, the project area contains vegetation that is flammable and has experienced wildfire in the recent past. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail and does not include any habitable structures that would be adjacent to or intermixed with wildlands. Although the proposed project is anticipated to result in an increased number of bike/trail users and increased maintenance activities, maintenance and use of the facilities would be related to intermittent and temporary recreational purposes only. In addition, the use of construction equipment will comply with, County and State procedures and guidelines to prevent any fire-related hazards. Therefore, wildland fire-related impacts would be less than significant. This issue will not be analyzed further in the EIR.

IX. HYDROLOGY AND WATER QUALITY

- a) Would the project violate any water quality standards or waste discharge requirements?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in a violation of water quality standards or waste discharge requirements. Therefore, this issue will be analyzed in the EIR.

- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

LESS THAN SIGNIFICANT IMPACT. The proposed project would require the use of water during construction and operation and would result in the addition of new, potentially impervious surfaces. Water would be delivered to the project area by tanker trucks, and used to control dust generation during construction activities. Construction water use would not create a substantial demand upon groundwater sources or substantially change the amount of groundwater at the project area. Overall, the increased amount of impervious surfaces within the project area would be nominal. The proposed project would not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater table. Impacts in this regard would be less than significant. Further, the proposed project would create a nominal demand for potable water and would not result in any groundwater extraction or the depletion of groundwater supplies. Therefore, impacts to groundwater supplies would be less than significant. This issue will not be analyzed further in the EIR.

- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that could result in substantial erosion on- or off-site. Therefore, this issue will be analyzed in the EIR.

- d) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that could result in flooding on- or off-site. Therefore, this issue will be analyzed in the EIR.

- e) **Would the project 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?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to create or contribute runoff water that could impact the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to substantially degrade water quality. Therefore, this issue will be analyzed in the EIR.

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

NO IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. No residential uses are included as part of the proposed project. Therefore, implementation of the proposed project would not place housing within a 100-year flood hazard area. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project would place structures within the 100-year flood hazard area that could impede or redirect flood flows. Therefore, this issue will be analyzed in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The project area is located downstream of Prado Dam, failure of which would result in flooding of the entire area south of the Prado Dam including the project area. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Although the proposed project is anticipated to result in an increased number of bike/trail users, and increased maintenance activities, maintenance and use of the facilities and amenities would be related to intermittent and temporary recreational purposes only. No permanent, habitable structures would be included as part of the proposed project. Therefore, flooding-related impacts would be less than significant.

j) **Would the project expose people or structures to risk of inundation by seiche, tsunami, or mudflow?**

LESS THAN SIGNIFICANT IMPACT. Tsunamis are seismically induced sea waves generated by offshore earthquake, submarine landslide, or volcanic activity. The project area is approximately 26 miles inland from the Pacific Ocean. Therefore, no tsunami-related impacts would occur.

Seiches are extensive wave actions on lakes, reservoirs, or other enclosed bodies of water caused by meteorological or seismic activity, such as earthquakes. Seiches can result in flooding or wave-caused damage when they overtop a body of water. The project area is located immediately downstream of Prado Dam, behind which dammed water could be subject to a seiche from seismic activity. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Although the proposed project is anticipated to result in an increased number of bike/trail users, and maintenance activities, maintenance and use of the facilities and amenities would be related to intermittent and temporary recreational purposes only. No permanent, habitable structures would be included as part of the proposed project. Therefore, seiche-related impacts would be less than significant.

The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. Due to its location, there are a number of steep slopes in the vicinity of the project area that could subject the proposed project to inundation by mudflow during periods of heavy rains. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Although the proposed project is anticipated to result in an increased number of bike/trail users, and maintenance activities, maintenance and use of the facilities and amenities would be related to intermittent and temporary recreational purposes only. No permanent, habitable structures would be included as part of the proposed project. Therefore, mudflow related impacts would be less than significant. This issue will not be analyzed further in the EIR.

X. LAND USE AND PLANNING

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

NO IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project has no potential to divide an established community. All existing land uses near the project area are accessible via roadway and access ways. The proposed project would not affect any location or configuration of those roadways and access ways. Therefore, no impacts related to physically dividing an established community would occur. This issue will not be analyzed further in the EIR.

b) **Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

NO IMPACT. The project area is bound by La Palma Avenue and the BNSF Railroad to the north, the Orange County boundary to the east, SR 91 to the south, and Gypsum Canyon Road Bridge to the west. The majority of this area is located within the City of Yorba Linda with the easternmost portion of the project area being within unincorporated Orange County.

The City of Yorba Linda General Plan designates most of the project area within its boundaries as Open Space General and designates a parcel located adjacent to unincorporated Orange County as Commercial General. The Commercial General designation provides for a variety of retail, service, and entertainment facilities. The Open Space designation provides for active and passive recreation areas, passive open space, conservation, and public safety land uses, either public or private in nature. The City of Yorba Linda Zoning designation for most of the project area within its boundaries is OS (Open Space) with a flood plain overlay (FP-2). The zoning designation for one parcel located adjacent to

unincorporated Orange County is PD-22 (Planned Development Coal Canyon). The Open Space zone is intended for general agriculture, open space, and public uses. The PD-22 zone is intended for preservation as a wildlife corridor by the State.

The County of Orange General Plan designates the unincorporated portion of the project area as Open Space (5). The Open Space (5) category indicates the current and near-term use of the land. This category provides for limited land uses that do not require a commitment of significant urban infrastructure. This area is currently zoned by the County of Orange as A1 (General Agricultural). The A1 zoning designation provides for agriculture, outdoor recreational uses, and low intensity uses which have a predominately open space character. It should be noted the existing use within this A1 zoned area is the Green River Golf Club.

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. No changes to the existing City of Yorba Linda and Orange County zoning and General Plan land use designations would occur. The proposed project would be consistent with the existing zoning and land use designations. Therefore, the proposed project would not conflict with any applicable City of Yorba Linda or County of Orange land use plan, policy, or regulation. No impact would occur. This issue will not be analyzed further in the EIR.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

NO IMPACT. Implementation of the proposed project would not conflict with an applicable HCP or NCCP. The northern-most boundary of the Central Subarea of the Orange County NCCP/HCP ends along the south side of SR-91, which is outside of the project area. This issue will not be analyzed further in the EIR.

Note that potential impacts related to other local conservation plans will be discussed in the biological resources section of the EIR (refer to Section IV (f), above).

XI. MINERAL RESOURCES

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

LESS THAN SIGNIFICANT IMPACT. There are no current mining activities within the project area. Both the Yorba Linda and County of Orange General Plans identify the SAR as a mineral resource zone. According to the General Plans, construction aggregate is found in the natural sand and gravel deposits of the SAR. Furthermore, the majority of the project area has been classified as Mineral Resource Zone 2 (MRZ 2) on Plate 4 of the Generalized Mineral Land Classification Map of Orange County⁷. MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. Additionally, a portion of the project area is located within an area identified as a resource sector. Based upon guidelines developed by the State Mining and Geology Board and State Geologist, a resource sector is an area judged to contain a significant deposit of construction-quality aggregate that is available, from a general land use perspective, to meet the future needs of the Production-Consumption (P-C) region. The City and County General Plan designations and policies are intended to protect these resources. The City of Yorba Linda designates the area as Open Space with a flood plain zoning overlay and the County designates the area as Open Space. These designations serve as protection for potential resource extraction in the future.

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail, and would be consistent with existing zoning and land use designations. Although the proposed project would involve the construction of new bikeways/trails as well as non-vehicular bridges to provide connections to the north and south sides of the SAR, these project elements would not preclude the ability for future

⁷ Division of Mines and Geology (1994), <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm> accessed on September 17, 2013.

mineral resource extraction in the project area. As such, implementation of the proposed project would not result in the loss of mineral resources. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. As discussed above, the majority of the project area has been classified as MRZ 2 and a portion of the project area is identified as a resource sector. Although the proposed project would involve the construction of new bikeways/trails as well as non-vehicular bridges to provide connections to the north and south sides of the SAR, these project elements would not preclude the ability for future mineral resource extraction in the project area. As such, implementation of the proposed project would not result in the loss of availability of a resource recovery site or the loss of future mineral resource extraction. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

XII. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels during construction. Therefore, this issue will be analyzed in the EIR.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

LESS THAN SIGNIFICANT IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Operation of the proposed project would not introduce any change in land use that could result in a substantial change to the existing noise levels within the project area. Although the proposed project is anticipated to result in an increased number of bike/trail users, and maintenance activities, the associated increase in noise levels above those existing without the proposed project would not be substantial. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the proposed project. Therefore, this issue will be analyzed in the EIR.

- 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 expose people residing or working in the project area to excessive noise levels?**

NO IMPACT. The proposed project is not located within an airport land use plan or 2 miles of a public airport or public use airport. The closest public airport to the project area is the Corona Municipal Airport, which is approximately 4 miles northeast of the project area. Therefore, implementation of the proposed project would not result in the exposure of people to excessive noise generated by a public airport. No impact would occur. This issue will not be analyzed further in the EIR.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

NO IMPACT. The proposed project is not located within the vicinity of a private airstrip. Therefore, implementation of the proposed project would not result in the exposure of people to excessive noise generated by a private airstrip. No impact would occur. This issue will not be analyzed further in the EIR.

XIII. POPULATION AND HOUSING

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

NO IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. There is no proposed residential or commercial/business component that could result in substantial population growth in the area. Construction workers would either be existing County employees or come from the existing local labor pool. Implementation of the proposed project would not result in the generation of new permanent jobs and would not contribute to any substantial population growth. Therefore, project implementation would not induce growth, either directly or indirectly. No impact would occur. This issue will not be analyzed further in the EIR.

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

NO IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The project area does not contain residential structures. Therefore, implementation of the proposed project would not displace any existing housing. No impact would occur. This issue will not be analyzed further in the EIR.

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

NO IMPACT. See response to XIII. b), above. No impacts related to the necessity for replacement housing would occur. This issue will not be analyzed further in the EIR.

XIV. PUBLIC SERVICES

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

Fire protection?

LESS THAN SIGNIFICANT IMPACT. The Orange County Fire Authority (OCFA) provides fire protection services within the City of Yorba Linda and the unincorporated areas of Orange County. Fire Station #53 is located at 25415 East La Palma Avenue, adjacent to the project area. The proposed project does not involve development of new residential or non-residential structures that would contribute to a permanent increase in population to the area. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. As the proposed project represents improvement to, and enhancement of, existing recreational facilities, it is not anticipated that the proposed project would result in a substantial increase in the need for fire protection services. Impacts to fire protection services would be less than significant. This issue will not be analyzed further in the EIR.

Police protection?

LESS THAN SIGNIFICANT IMPACT. The Brea Police Department provides law enforcement and crime prevention services to the City of Yorba Linda. The Orange County Sheriff's Department (OCSD) provides police protection services to unincorporated areas of Orange County. The proposed project does not involve development of new residential or non-residential structures that would contribute to a permanent increase in population to the area. As stated, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. As the proposed project represents improvement to, and enhancement of, existing recreational facilities, it is not anticipated that the proposed project would result in a substantial increase in the need for police protection services. Impacts to police protection services would be less than significant. This issue will not be analyzed further in the EIR.

Schools?

NO IMPACT. The proposed project does not include new residential development and would not result in an increased demand for school services. As such, the proposed project would not result in the need to alter existing schools or construct new schools, the construction of which could result in significant impacts on the physical environment. Therefore, no impacts related to schools would occur. This issue will not be analyzed further in the EIR.

Parks?

NO IMPACT. The proposed project is a recreation-related project involving the implementation of a Class I Bikeway and Riding and Hiking Trail that will provide connectivity of the existing SAR Class I Bikeway and Riding and Hiking Trail within the Parkway. The proposed project does not, however, include any residential structures that would involve a permanent increase in population to the area. As such, the proposed project would not result in an increased demand for additional park facilities in order to maintain acceptable service ratios. Therefore, no impacts related to the need for new or physically altered parks would occur. This issue will not be analyzed further in the EIR.

It should be noted that impacts associated with construction and expansion of recreational facilities, which may have an adverse physical effect on the environment, will be analyzed in the EIR. Refer to XV (b), below.

Other public facilities?

NO IMPACT. No other public services would be impacted by the proposed project. The proposed project is not expected to adversely affect any other governmental services in the area. Therefore, no impacts related to other public facilities would occur. This issue will not be analyzed further in the EIR.

XV. RECREATION

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

POTENTIALLY SIGNIFICANT IMPACT. The proposed project is a recreation-related project involving the implementation of a Class I Bikeway and Riding and Hiking Trail. Implementation of the proposed project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities could occur or be accelerated. Therefore, this issue will be analyzed in the EIR.

- 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?**

POTENTIALLY SIGNIFICANT IMPACT. The proposed project is a recreation-related project involving the implementation of a Class I Bikeway and Riding and Hiking Trail. Construction or expansion of these recreational facilities may have an adverse physical effect on the environment. Therefore, this issue will be analyzed in the EIR.

XVI. TRANSPORTATION/TRAFFIC

- a) **Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system during construction. Therefore, this issue will be analyzed in the EIR.

- b) **Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to conflict with an applicable congestion management program during construction. Therefore, this issue will be analyzed in the EIR.

- c) **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

NO IMPACT. There are no airports within 4 miles of the project area. The proposed project, which involves the implementation of a Class I Bikeway and Riding and Hiking Trail, would not have the potential to affect air traffic or air traffic patterns. No impacts related to air traffic would occur. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Implementation of the proposed project would be designed in accordance with the current design speeds and stopping sight distances as defined for Class I Bikeways in Chapter 1000, "Bikeway Planning and Design", of the California Department of Transportation Highway Design Manual, September 2006. As such, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Traffic flow could be temporarily disrupted during construction of the proposed project due to a lane closure on La Palma Avenue. However, construction of the proposed project would not obstruct emergency operations, or hinder emergency responder access in the project vicinity. Upon completion of construction activities, operation of the proposed project would not obstruct traffic flow or emergency operations. Construction and operation of the proposed project would be required to comply with all city, county, and state safety codes, and the proposed project plans would be reviewed by the County's Public Works Department. Compliance with existing requirements would ensure that impacts related to emergency response or evacuation would be less than significant. This issue will not be analyzed further in the EIR.

- f) **Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

LESS THAN SIGNIFICANT IMPACT. Construction of the proposed project would temporarily disrupt the normal use of bicycle and pedestrian facilities within the project area by causing temporary detours or delays. However, throughout the 18-month construction period, access to the existing Class I Bikeway within the project area and facilitation of movement through the project area would be maintained such that the temporary disruption to normal use would be less than significant. Furthermore, implementation of the proposed project is part of a multi-County plan to coordinate Parkway planning along the SAR and assist in completing the 110-mile Parkway. Therefore, this issue will not be analyzed further in the EIR.

XVII. UTILITIES AND SERVICE SYSTEMS

- a) **Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

LESS THAN SIGNIFICANT IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR adjacent to La Palma Avenue. Additional amenities would include water for hikers, riders, bicyclists, and horses. These proposed uses would result in wastewater generation. However, such facilities are anticipated to generate a minimal amount of wastewater and would not exceed wastewater treatment requirements. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

- b) **Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

LESS THAN SIGNIFICANT IMPACT. As stated, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR adjacent to La Palma Avenue. Additional amenities would include water for hikers, riders, bicyclists, and horses. Implementation of the proposed project would require water and wastewater service to the project area. The proposed facilities would require a nominal amount of water and wastewater service. As such, the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

- c) **Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

NO IMPACT. The proposed project would be located on the north and south banks of the SAR. Following construction of the proposed project, all runoff from the project area would continue to drain into the SAR. Certain elements of the proposed project, such as the staging area, would require appropriate drainage design consideration; however, the proposed project would not require or result in the construction of substantial new stormwater drainage facilities or expansion of existing facilities. Therefore, no impacts related to construction or expansion of stormwater drainage facilities would occur. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. As stated, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR adjacent to La Palma Avenue. Additional amenities would include water for hikers, riders, bicyclists, and horses. The proposed facilities would require a nominal amount of water to serve the proposed project. As such, the proposed project would not require new or expanded water supply entitlements. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. As stated, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR, adjacent to La Palma Avenue. Additional amenities would include water for hikers, riders, bicyclists, and horses. Implementation of the proposed project would require a nominal amount of wastewater service. As such, it is anticipated that the wastewater treatment provider which serves the proposed project would have adequate service capacity. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

- f) **Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

LESS THAN SIGNIFICANT IMPACT. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project does not propose new uses that would result in a substantial increase in solid waste generation. Although the proposed project is anticipated to result in an increased number of trail users, it is not anticipated that this increase would result in any exceedance in permitted landfill capacity. Additionally, construction of the proposed project is not

anticipated to generate a substantial amount of solid waste. It should be noted the County would ensure that at least 50 percent of construction and demolition waste from the proposed project is recycled per the OC Waste & Recycling Construction and Demolition Recycling and Reuse Program. The remaining waste would be minimal and could be accommodated at local landfills. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

NO IMPACT. As indicated above, the quantity of solid waste would be minimal and would be accommodated by local landfills. The proposed project would comply with all federal, state and local statutes and regulations related to the disposal of solid waste. Therefore, no impacts related to compliance with statutes and regulations related to solid waste would occur. This issue will not be analyzed further in the EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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?

POTENTIALLY SIGNIFICANT IMPACT. As described previously in this Initial Study Checklist, implementation of the proposed project has the potential to degrade the quality of the environment, as well as result in potential significant impacts to biological resources and cultural resources. Therefore, this issue will be analyzed in the EIR.

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)?

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the proposed project has the potential to have impacts that are individually limited but cumulatively considerable. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. As described previously in this Initial Study Checklist, implementation of the proposed project has the potential to result in environmental effects which would cause direct and/or indirect substantial adverse effects on human beings. Therefore, this issue will be analyzed in the EIR.

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Current Resident
5996 Malta Way
Yorba Linda, CA 92887

Current Resident
5913 San Remo Way
Yorba Linda, CA 92887

Current Resident
6000 Anzio Way
Yorba Linda, CA 92887

Current Resident
5996 Anzio Way
Yorba Linda, CA 92887

Current Resident
5992 Anzio Way
Yorba Linda, CA 92887

Current Resident
5988 Anzio Way
Yorba Linda, CA 92887

Current Resident
6001 Anzio Way
Yorba Linda, CA 92887

Current Resident
5997 Anzio Way
Yorba Linda, CA 92887

Current Resident
5993 Anzio Way
Yorba Linda, CA 92887

Current Resident
5989 Anzio Way
Yorba Linda, CA 92887

Current Resident
25575 Aragon Way
Yorba Linda, CA 92887

Current Resident
25571 Aragon Way
Yorba Linda, CA 92887

Current Resident
25567 Aragon Way
Yorba Linda, CA 92887

Current Resident
25563 Aragon Way
Yorba Linda, CA 92887

Current Resident
25559 Aragon Way
Yorba Linda, CA 92887

Current Resident
25555 Aragon Way
Yorba Linda, CA 92887

Current Resident
255551 Aragon Way
Yorba Linda, CA 92887

Current Resident
6000 Malta Way
Yorba Linda, CA 92887

Current Resident
25504 Aragon Way
Yorba Linda, CA 92887

Current Resident
5924 San Remo Way
Yorba Linda, CA 92887

Current Resident
5916 San Remo Way
Yorba Linda, CA 92887

Current Resident
5912 San Remo Way
Yorba Linda, CA 92887

Current Resident
6001 Malta Way
Yorba Linda, CA 92887

Current Resident
5997 Malta Way
Yorba Linda, CA 92887

Current Resident
5993 Malta Way
Yorba Linda, CA 92887

Current Resident
25517 Aragon Way
Yorba Linda, CA 92887

Current Resident
25513 Aragon Way
Yorba Linda, CA 92887

Current Resident
25509 Aragon Way
Yorba Linda, CA 92887

Current Resident
25506 Aragon Way
Yorba Linda, CA 92887

Current Resident
25505 Aragon Way
Yorba Linda, CA 92887

Current Resident
25500 Aragon Way
Yorba Linda, CA 92887