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**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
AND  
NOTICE OF A PUBLIC SCOPING MEETING**

DATE: May 2, 2017  
SUBJECT: Notice of Preparation of a Draft Environmental Impact Report (EIR No. 628) and  
Public Scoping Meeting  
PROJECT: Brea Canyon Road Widening Project  
APPLICANT: County of Orange, OC Public Works

**Public Scoping Meeting:** The County will host a public scoping meeting to be held as noted below to provide a description of the project and to solicit comments relative to the content of the information to be analyzed in the Draft Environmental Impact Report (Draft EIR).

Date: May 24, 2017  
Time: 6:00 p.m. to 8:00 p.m.  
Location: Mariposa Elementary School Cafeteria  
1111 West Mariposa Drive  
Brea, CA 92821  
(see attached map)

Public input regarding the appropriate topics for analysis to be included within the EIR is being sought. 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 Brea Canyon Road Widening Project (Project). Pursuant to CEQA Guidelines Section 15082(b), all comments must be received as soon as possible but ***not later than 30 days after receipt of this notice.*** The comment period for this Notice is May 2, 2017 to June 2, 2017. You may provide your comments at the Scoping Meeting or by submitting them in writing to the address at the bottom of this Notice.

Under CEQA Guidelines Section 15060(d), the County of Orange, as lead agency, has determined that an Draft EIR would be required. Under CEQA Guidelines Section 15063(c)(3), the Initial Study prepared for the Project will assist in focusing the Draft EIR on the effects determined to be significant. Initial Study IP 17-046 is attached to this Notice. Upon completion of the Draft EIR, that document will be made available for public review and comment. There will be public notice regarding its availability at that time. Following the public review period for the Draft EIR, responses to all public and public agency comments received will be prepared and the project will be scheduled for a noticed public hearing before the Orange County Planning Commission.

**Project Description and Location:** The Project location is an approximately 1.75-mile segment of Brea Boulevard/Brea Canyon Road, between Canyondale Drive in the City of Brea to the south and through unincorporated Orange County to the Orange County/Los Angeles County boundary line to the north. Refer to the attached figures.

The OCPW has identified the need to widen Brea Boulevard/Brea Canyon Road (hereafter referred to as Brea Canyon Road) consistent with the Orange County Master Plan of Arterial Highways (MPAH). The

**Brea Canyon Road Widening Project**

**Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting**

**Page Two**

Brea Canyon Road Widening Project (Project) would be located partially in the City of Brea, from Canyondale Drive to the north City limit, and partially in unincorporated Orange County, from the north City limit to the Orange County/Los Angeles County boundary line, a total length of approximately 9,265 linear feet or 1.75 miles.

The Project is intended to address congestion during the A.M. and P.M. peak hours and is expected to enhance the Level of Service (LOS) from an existing LOS F to LOS A, substantially improving traffic flow through the Brea Boulevard/Brea Canyon area. Additionally, the Project is intended to address safety by improving the design of existing curves within the project limits and reducing the potential for motorist conflicts. This would be accomplished by widening Brea Canyon Road from two to four lanes (two lanes each direction, divided by median barrier/raised median), realigning five existing curves within the project limits, and installing a new traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road. Widening and safety improvements of the roadway would also require replacing three bridges over Brea Creek, improving and extending various drainage crossings and utility bank crossings, relocating utilities and oilfield-related equipment (e.g., power transmission poles, oil lines, oil wells, telephone duct banks, etc.), replacing the existing traffic signal at Brea Canyon Road and Canyon Country Road, and a substantial roadway slope cut of up to 50 feet or more in height, requiring a high retaining wall. Construction is expected to last approximately 3.5 years in duration and is anticipated to begin in the year 2020/2021.

The Notice of Preparation with Initial Study IP 17-046 is available for review on the County's website. Project information will be available at this web address on an on-going basis and is listed under the 4th District heading: <http://www.ocpublicworks.com/ds/planning/projects>

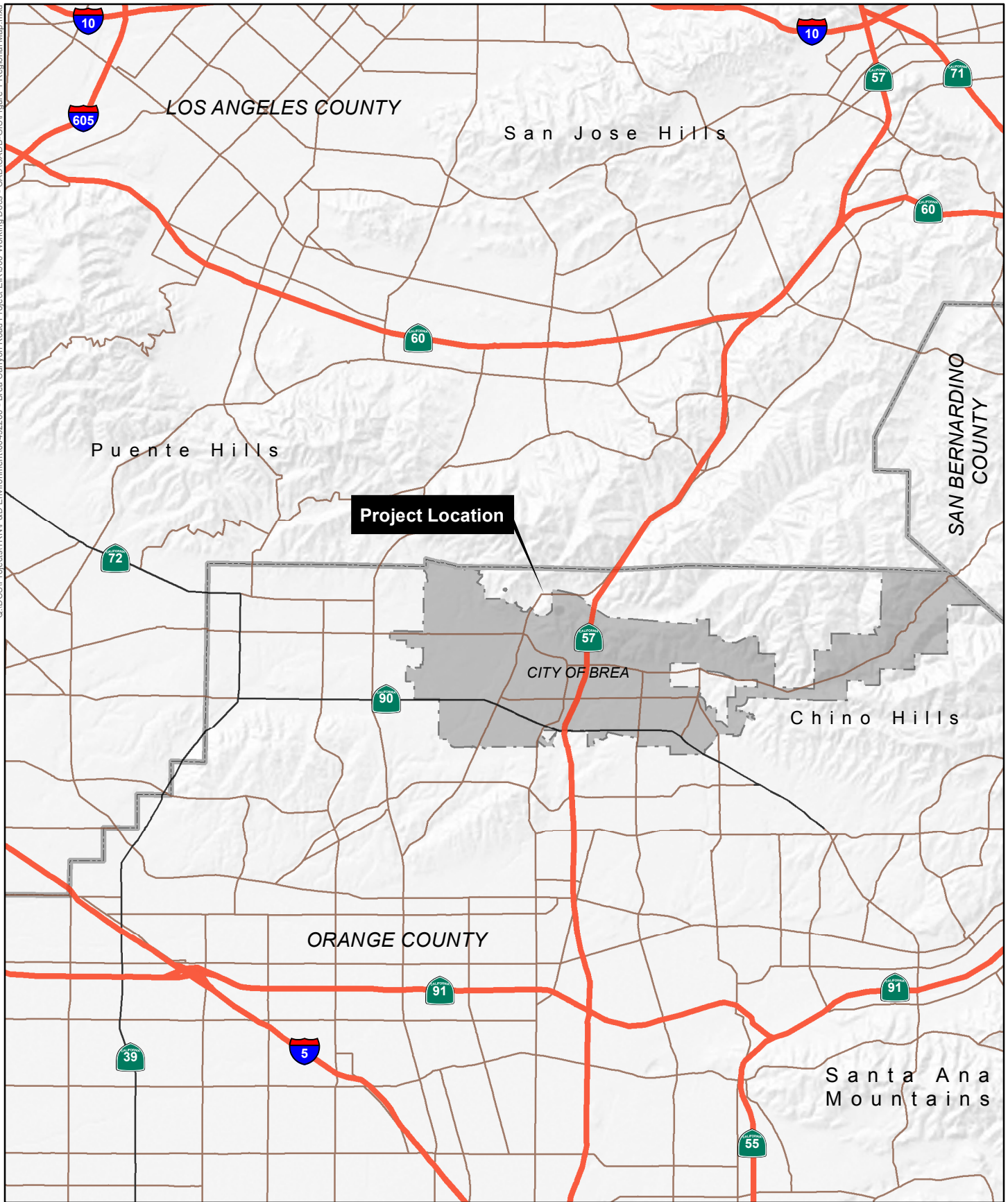
If you have any questions or need additional information, please contact Kevin Shannon at (714) 667-1632. Submit written comments to the following email address: [Kevin.Shannon@ocpw.ocgov.com](mailto:Kevin.Shannon@ocpw.ocgov.com). The mailing address is OC Development Services/Planning, 300 N. Flower Street, Santa Ana, CA 92703.

Submitted by: Kevin Shannon 05.02.17

Name: Kevin Shannon, Contract Planner  
OC Public Works, OC Development Services/Planning

Attachment: CEQA Initial Study IP 17-046  
Location Maps

Q:\DCS\Projects\TRNP&D Environment\60492260 - Brea Canyon Road Project EIR\9000 Working Docs - CAD\CADD-GIS\Figure 1 Regional Map.mxd



Source: CalAtlas (2017), OC Public Works (2017), and AECOM (2017).

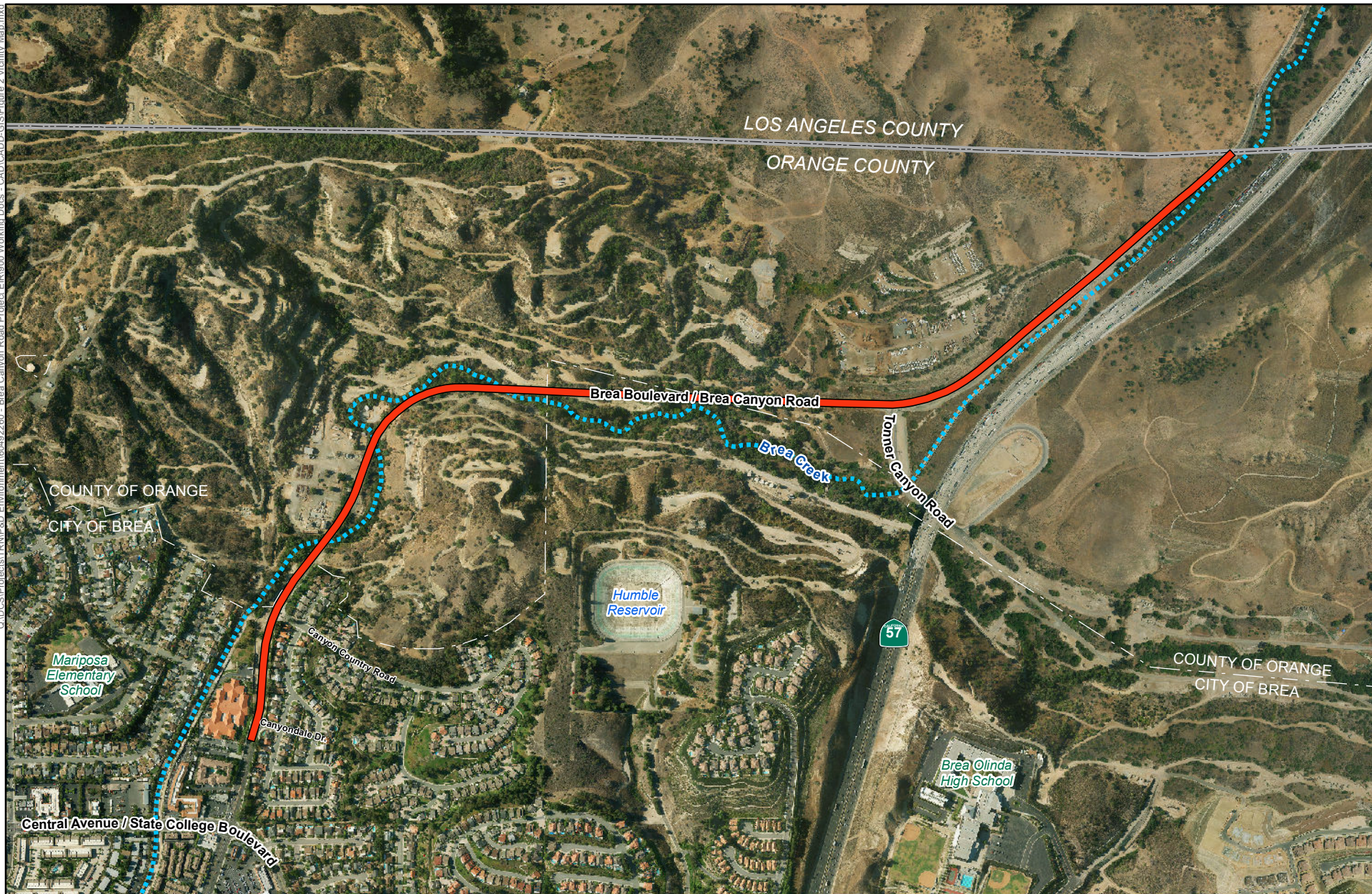


Scale 1 : 126720 0 1 2 4  
1" = 2 miles Miles

**Figure 1**  
**Regional Map**



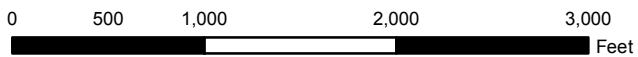
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Eagle Aerial Imaging (2015), OC Public Works (2017), and AECOM (2017).



Scale 1 : 12,000  
1" = 1,000 feet



**Figure 2**  
**Vicinity Map**



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Eagle Aerial Imaging (2015), OC Public Works (2017), and AECOM (2017).



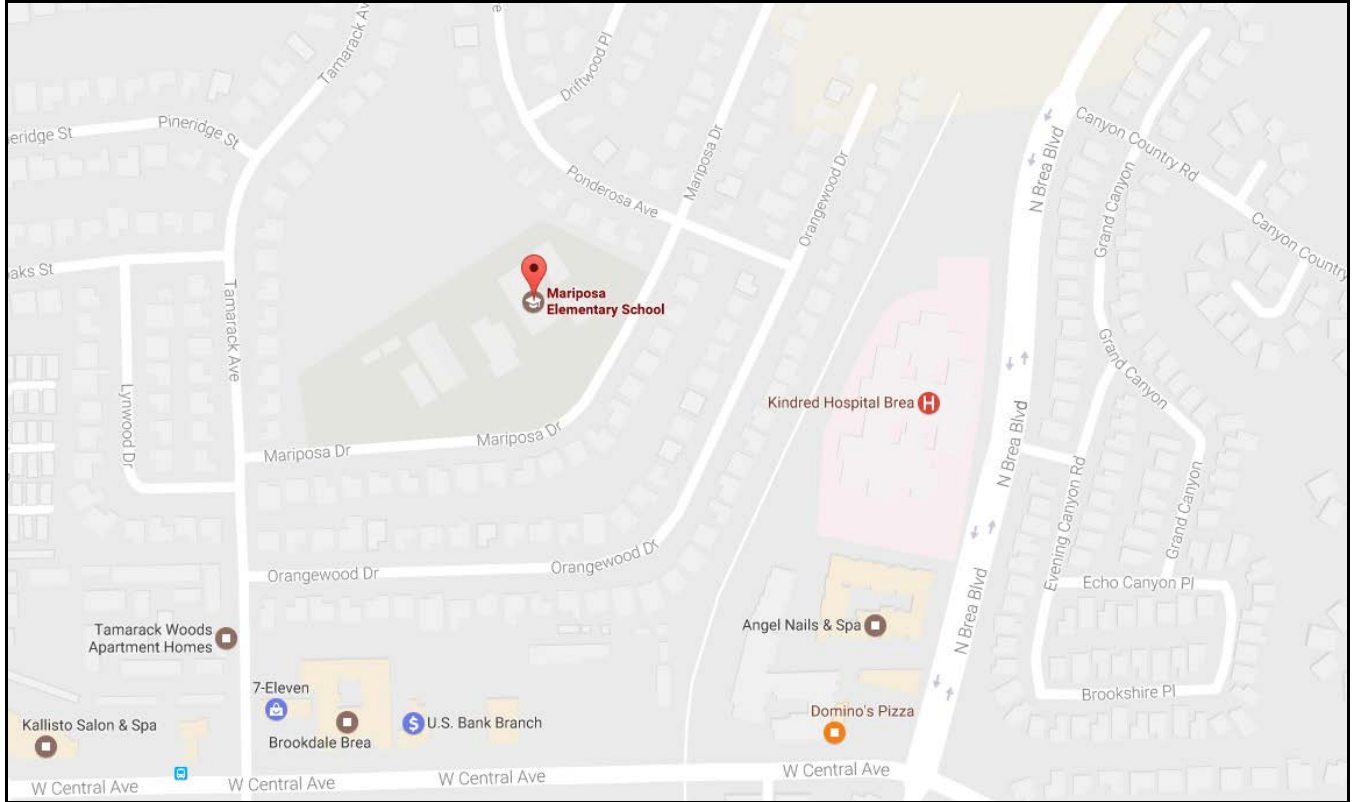
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1" = 1,000 feet

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**Figure 3**  
**Proposed Project**



## Mariposa Elementary School



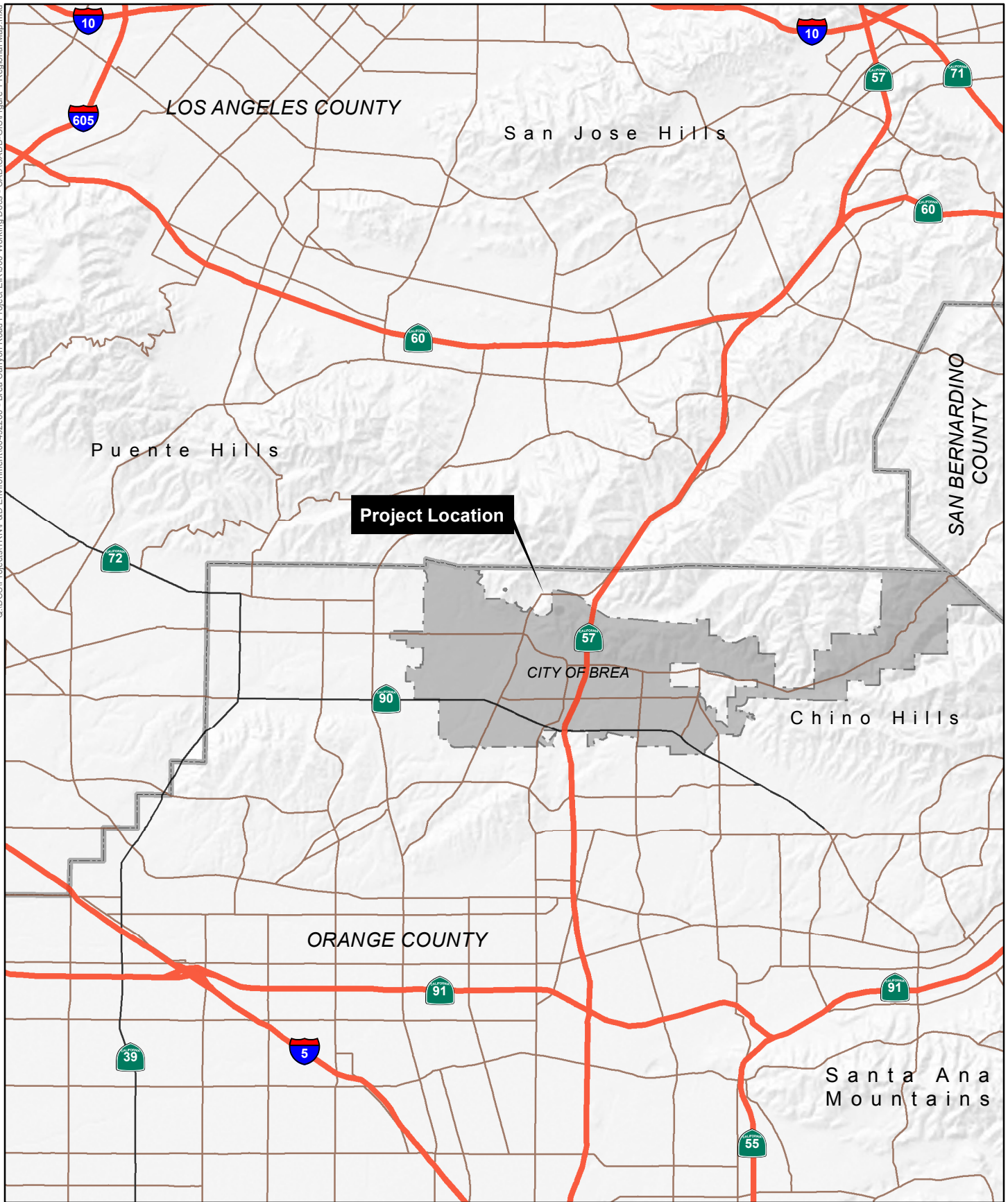
## Brea Canyon Road Widening Project Initial Study (IP 17-046)

### ENVIRONMENTAL CHECKLIST

1. **Project Title:** Brea Canyon Road Widening Project
2. **Lead Agency Name and Address:**  
  
Orange County Public Works Department/OC Development Services  
300 N. Flower Street, 1<sup>st</sup> Floor  
Santa Ana, CA 92703-4098
3. **Contact Person and Phone Number:** Hugo Pineda, P.E. (714) 647-3973
4. **Project Location:** An approximately 1.75-mile segment of Brea Boulevard/Brea Canyon Road, between Canyondale Drive in the City of Brea to the south and through unincorporated Orange County to the Orange County/Los Angeles County boundary line to the north. Refer to Figure 1, Regional Map, and Figure 2, Vicinity Map.
5. **Project Sponsor's Name and Address:**  
  
Orange County Public Works Department/OC Infrastructure Programs  
300 N. Flower Street  
Santa Ana, CA 92703-5000
6. **General Plan Designation:** City of Brea: Low Density Residential, High Density Residential, Hillside Residential, and Natural Open Space; County of Orange: 1B (Suburban Residential).
7. **Zoning:** City of Brea: R-1-H (Single-Family Residential-Hillside), R-2 and R-3 (Multiple Family), and THSP (Tonner Hills Specific Plan); County of Orange: A1 (O) (General Agriculture with Oil Production Overlay) and PC (O) (Planned Community with Oil Production Overlay).
8. **Description of Project:** The Orange County Public Works Department (OCPW) has identified the need to widen Brea Boulevard/Brea Canyon Road (hereafter referred to as Brea Canyon Road) consistent with the Orange County Master Plan of Arterial Highways (MPAH). The Brea Canyon Road Widening Project (Project) would be located partially in the City of Brea, from Canyondale Drive to the north City limit, and partially in unincorporated Orange County, from the north City limit to the Orange County/Los Angeles County boundary line, a total length of approximately 9,265 linear feet or 1.75 miles (project limits); refer to Figure 1, Regional Map, and Figure 2, Vicinity Map.

The Project is intended to address congestion during the A.M and P.M. peak hours and is expected to enhance the Level of Service (LOS) from an existing LOS F to LOS A, substantially improving traffic flow through the Brea Boulevard/Brea Canyon area. Additionally, the Project is intended to address safety by improving the design of existing curves within the project limits and reducing the potential for motorist conflicts. This would be accomplished by widening Brea Canyon Road from two to four lanes (two lanes each direction, divided by median barrier/raised median), realigning five existing curves within the project limits, and installing a new traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road.

Q:\DCS\Projects\TRNP&D Environment\60492260 - Brea Canyon Road Project EIR\9000 Working Docs - CAD\CADD-GIS\Figure 1 Regional Map.mxd



Source: CalAtlas (2017), OC Public Works (2017), and AECOM (2017).



Scale 1 : 126720 0 1 2 4  
1" = 2 miles Miles

**Figure 1**  
**Regional Map**

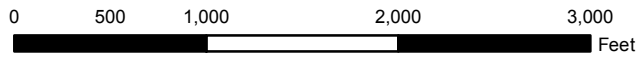




Eagle Aerial Imaging (2015), OC Public Works (2017), and AECOM (2017).



Scale 1 : 12,000  
1" = 1,000 feet



**Figure 2**  
**Vicinity Map**



Widening and safety improvements of the roadway would also require replacing three bridges over Brea Creek, improving and extending various drainage crossings and utility bank crossings, relocating utilities and oilfield-related equipment (e.g., power transmission poles, oil lines, oil wells, telephone duct banks, etc.), replacing the existing traffic signal at Brea Canyon Road and Canyon Country Road, and a substantial roadway slope cut of up to 50 feet or more in height, requiring a high retaining wall. Some right-of-way (R/W) acquisition and driveway access point modification (e.g., driveway relocation or reconstruction) would also be required.

## EXISTING CONDITIONS

Brea Canyon Road is a 30-foot-wide, two-lane, undivided highway (one lane in each direction) with portions of the roadway having no curb or gutter, and unpaved, earthen shoulders, and with other portions of the roadway improved with curb, gutter, and sidewalk. The posted speed limit is 55 miles per hour (MPH) in the unincorporated portion of the project limits, and 45 MPH in the City of Brea at the southern end of the project limits. Brea Canyon Road has essentially remained intact since the roadway was realigned to its present configuration between 1928 and 1930. The existing R/W varies from 60 to 100 feet wide.

There are approximately five existing horizontal curves (i.e., circular curve transitions between two tangent strips of roadway that allow vehicles to negotiate turns at design speed) within the project limits. All but one of the five horizontal curves have an existing radius curve of 1,000 feet that allow for a comfortable horizontal curve speed of 50 MPH. The one exception has a radius curve of 700 feet and has been tightly aligned in between Brea Creek to the north and a very tall and steep hill to the south.

There are three bridges crossing Brea Creek within the project limits: a double span bridge culvert constructed circa 1929 (Bridge 1 [#55C0121]) and two reinforced concrete bridges constructed circa 1930 (Bridges 2 [#55C0122] and 3 [#55C0123]). In addition to the three bridges there are approximately thirteen existing culvert crossings (for drainage or oil lines or both). It should be noted that portions of Brea Creek have been dedicated into a Scenic Preserve Easement within and under the jurisdiction of the City of Brea.

The following land uses surround the project limits:

- North of the project limits is generally oil field and natural open space within unincorporated Orange County. Much of this area is property owned by AERA and Brea Hills LLC.
- East of the project limits is State Route (SR) 57 and Tonner Canyon.
- South and west of the project limits is the City of Brea and associated residential areas, with some general commercial and public facility land uses. Immediately south of the middle stretch of the project limits are some steep slopes containing additional oil field activity and the Humble Reservoir.

## PROJECT PURPOSE AND NEED

Brea Canyon Road experiences traffic congestion during the A.M and P.M. peak hours, operating at an unacceptable LOS F. The Project would widen the existing roadway, enhancing the existing LOS F to LOS A, substantially improving traffic flow through the Brea Boulevard/Brea Canyon area.

There are also existing safety issues along Brea Canyon Road within the project limits. The existing turn with a radius curve of 700 feet is considered to be very sharp and unsafe for the posted (i.e., operational) speed of 55 MPH. Additionally, existing motorist conflicts occur when vehicles attempt to turn from private driveways across the road, and at the unsignalized intersection of Brea Canyon Road and Tonner Canyon Road. The Project would address existing



safety issues by flattening (i.e., increasing the radius) the existing sharp curve (as well as improving the design of the other existing curves within the project limits), and installing both a median barrier/raised median within the project limits and a new traffic signal at the Tonner Canyon Road and Brea Canyon Road Intersection.

Additionally, existing bicycle access is poor within the project limits. The Project would improve bicycle access by providing an 8-foot shoulder on both sides of the road.

## **PROJECT ELEMENTS**

The Project includes widening Brea Canyon Road from two to four lanes (two lanes each direction) along the entire approximately 9,265-linear-foot project limits, installing a traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road, and providing striping and installing new signage (refer to Figure 3, Proposed Project.) The Project's main elements are described below.

### **Roadway Widening**

Brea Canyon Road would be widened from two to four lanes (two lanes each direction) with 11-foot minimum width lanes, 8-foot wide shoulders that would serve as bike lanes, variable width unpaved parkways (4-foot minimum width, and varies 7- to 17-foot), and a 6-foot-wide concrete median. The R/W width would be a minimum 74 feet and varies 80 to 100 feet. The proposed roadway design is considered a modified Primary Arterial Highway per OCPW's Standard Plan 1103 for Standard Street Sections because it would not provide 100 feet of R/W throughout the entire project limits.

### **Horizontal Alignment and Slope Cut**

The horizontal alignment of the existing 700-foot radius curve would be increased to a minimum radius curve of 880 feet, with a superelevation (i.e., angle of roadway banking within the turn) of 10 percent, which is the maximum allowable superelevation per the American Association of State Highway and Transportation Officials (AASHTO). The 880-foot radius curve with 10 percent superelevation would provide for a comfortable horizontal curve speed of 55 MPH. Because this existing curve occurs within a tightly aligned section of Brea Canyon Road between Brea Creek to the north and a tall and steep hill to the south, a substantial roadway cut slope of up to 50 feet or more in height would be required to increase the radius curve. Slope stability associated with the proposed slope cut would be addressed through the construction of an approximately 50-foot-high retaining wall. It should be noted that the retaining wall would obstruct sight distance on the inside of the horizontal curve, reducing the operating speed of the curve to 45 MPH; however, any horizontal curve greater than 880 feet or further retaining wall set-back, for the purpose of increasing the operating speed, would require additional slope cut at this location.

In addition to addressing the existing 700-foot radius curve, the Project also includes increasing the four existing 1,000-foot radius curves within the project limits to minimum radii of 1,070 feet (with 6 percent superelevation), which would increase the comfortable horizontal curve speeds at these locations from 50 to 55 MPH, to match operational speeds. Improvements to these curvatures would involve only minor amounts of cut and fill and no retaining walls would be required.

### **Bridge Replacement and Culvert Crossing Modifications**

Road widening would require replacement of the three bridges within the project limits, all of which are over 80 years old. Existing creek skews (i.e., the angle of flow relative to the bridge opening and roadway) are as much as 75 degrees, which would be reduced with replacement of



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Eagle Aerial Imaging (2015), OC Public Works (2017), and AECOM (2017).



Scale 1 : 12,000  
1" = 1,000 feet

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Feet

**Figure 3**  
**Proposed Project**



the bridges for the purpose of improving flow patterns and reducing potential upstream impacts. In addition to the three bridges, there are approximately 13 culvert crossings (for drainage or oil lines or both) that would need to be extended or reconfigured as part of the widening. Bridge replacement and culvert work would require dewatering.

### **Bridge Replacement and Culvert Crossing Modifications**

Road widening would require replacement of the three bridges within the project limits, all of which are over 80 years old. Existing creek skews (i.e., the angle of flow relative to the bridge opening and roadway) are as much as 75 degrees, which would be reduced with replacement of the bridges for the purpose of improving flow patterns and reducing potential upstream impacts. In addition to the three bridges, there are approximately 13 culvert crossings (for drainage or oil lines or both) that would need to be extended or reconfigured as part of the widening. Bridge replacement and culvert work would require dewatering.

### **Right-of-Way Acquisition, Driveway Access, and Utility Relocations**

Road widening and re-alignment would require permanent partial property acquisitions for road easements R/W, permanent partial property acquisitions for retaining wall easements, and temporary construction easements, from adjacent private properties. Overall, the Project would require approximately 146,918 square feet (SF) of road easement, approximately 169,264 SF of retaining wall easement, and approximately 216,186 SF of temporary construction easement. It should be noted that existing portions of Brea Creek have been placed into a Scenic Preserve Easement under jurisdiction of the City of Brea that is intended to limit development within its boundaries. The Project would require two strips of land within this easement, which would require an encroachment permit from the City of Brea.

There are a number of existing driveway access points to properties that front Brea Canyon Road. Existing access points would be maintained, modified, relocated, consolidated and/or otherwise enhanced. Where existing driveway access points are not currently signalized, these locations would be constructed as right-in/right-out only, as no median breaks are proposed for maximum safety and unimpeded vehicular movement.

In addition, the Project would require utility and oilfield-related equipment relocations associated with power transmission poles/overhead telephone lines (up to 31 utility poles), oil lines, oil wells, telephone duct banks, etc. Utility and oilfield-related equipment relocations would require permits and/or agreements with the owners.

### **Intersection Signalization, Striping, and Signage**

The existing Tonner Canyon Road and Brea Canyon Road intersection is proposed to be signalized to improve safety by reducing conflicts between motorists attempting to merge in either direction onto Brea Canyon Road. Dual northbound right turn lanes to Tonner Canyon Road are also proposed at this intersection. Tonner Canyon would be resurfaced and restriped to approximately 500 feet south of the intersection.

The existing traffic signal at Brea Canyon Road and Canyon Country Road would be replaced. Striping and appropriate signage would be provided throughout the project limits. Per Orange County MPAH, Brea Canyon Road would be designed for a minimum design speed of 55 MPH, with the exception of the proposed realigned horizontal curve with retaining wall. At this location the retaining wall would obstruct sight distance on the inside of the horizontal curve, reducing the safe stopping sight distance to 45 MPH, which would require yellow advisory speed signs consistent with the safe stopping sight distance.

## **CONSTRUCTION**

Brea Boulevard/Brea Canyon Road would remain open to vehicular traffic during construction of the Project but bicycle and pedestrian traffic would be prohibited. Construction activities such as roadway widening, grading, retaining wall construction, utility relocations, etc., can be performed along the perimeters of the existing roadway, maintaining traffic within the existing interior roadway. Existing traffic can then be transferred to the new, widened road perimeters while reconstruction of the interior roadway is performed. Bridge replacement would be built in phases such that interim bridges would be constructed adjacent to existing bridges, then traffic would be diverted to the new bridges while existing bridges are demolished and replaced. Culvert crossing work would similarly be performed in phases.

There are three construction staging/laydown areas within the project limits (refer to Figure 3): (1) the first staging/laydown area is located at an unpaved area on the west side of Brea Boulevard, west of the existing traffic signal at Canyon Country and adjacent to where Brea Creek transitions to an engineered channel protected by riprap; (2) the second staging/laydown area is located at approximately the middle of the project limits on an unpaved strip containing an oil derrick on the south side of Brea Canyon Road where the roadway is at a straightaway and aligned in an east/west direction; and (3) the third staging/laydown area is located at an unpaved area on the east side of Tonner Canyon Road at its intersection with Brea Canyon Road.

Construction is expected to last approximately 3.5 years in duration and is anticipated to begin in the year 2020/2021.



**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 checked="" type="checkbox"/> Aesthetics                         | <input 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 checked="" 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 type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic             | <input checked="" type="checkbox"/> Tribal Cultural Resources     | <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

Kevin Shannon

Date

02.14.17

## Environmental Checklist Form

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS --</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>II. AGRICULTURE AND FORESTRY RESOURCES --</b>				
<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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<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
<b>X. LAND USE AND PLANNING</b> -- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
<b>XI. MINERAL RESOURCES</b> -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b> -- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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
<b>XIII. POPULATION AND HOUSING --</b>				
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"/>
<b>XIV. PUBLIC SERVICES --</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XV. RECREATION --</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

**XVIII. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

**XIV. 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"/>
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	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?

**POTENTIALLY SIGNIFICANT IMPACT.** According to Chapter 4, Community Resources, of the City of Brea General Plan (2003), there are two specific view corridors along Brea Canyon Road that offer views of scenic resources, such as prominent ridgelines, open space, and hillsides. Although the County of Orange has not specifically defined scenic vistas, they have identified ridgelines and hillsides as scenic areas in the Resources Element of the County of Orange General Plan (2005). Additionally, existing portions of Brea Creek along Brea Canyon Road have been placed into a Scenic Preserve Easement under jurisdiction of the City of Brea that is intended to limit development within its boundaries. As such, implementation of the Project has the potential to have a substantial adverse effect on a scenic vista. Therefore, this issue will be analyzed 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?

**POTENTIALLY SIGNIFICANT IMPACT.** State Route (SR) 57, between Imperial Highway and SR-60, is considered eligible for the California State Scenic Highway Program, and would offer some limited views of improvements associated with the Project. Additionally, while not officially designated as a scenic highway by the state or explicitly by the City of Brea, the City's General Plan includes a "Scenic Highways" section in which it discusses SR-57 and two highways, one of which being Brea Canyon Road. The General Plan states, "Brea Canyon Road leads the motorist on a historic drive into the City of Brea" and offers "views of the natural landscape". Additionally, existing portions of Brea Creek along Brea Canyon Road have been placed into a Scenic Preserve Easement under jurisdiction of the City of Brea that is intended to limit development within its boundaries. As such, the Project could be considered to have the potential to affect resources within a scenic highway. Therefore, this issue will be analyzed in the EIR.

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

**POTENTIALLY SIGNIFICANT IMPACT.** Implementation of the Project has the potential to substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, this issue will be analyzed 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.** There are limited sources of light and glare throughout most of the project limits and vicinity, with the most sources occurring on the southern end of the project limits within the City of Brea, including existing street lighting. Sources of light and glare in the rest of the project limits and vicinity would be from motorists utilizing Brea Canyon Road, oil field equipment and activities, and the SR-57 in the northern portion of the project limits. Implementation of the Project would install a new traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road. While, there is no existing traffic light or street lighting at this intersection, the provision of a new signalized intersection would not represent a substantial source of light and glare, especially in the context of the nearby SR-57 that is lit and conveys high volumes of traffic. It should be noted that as part of roadway widening within the City of Brea the existing traffic signal at Brea Canyon Road and Canyon Country Road, as well as some existing street lighting, would be removed and replaced, resulting in minor changes to existing sources of light. These changes would not represent a new source of light or a substantial change compared to existing conditions. No other components of the Project would include lighting (e.g., no new street lighting is proposed within the unincorporated area of the project limits) 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 and no mitigation measures would be required. This issue will not be analyzed further in the EIR.



## II. AGRICULTURE AND FOREST RESOURCES

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

**NO IMPACT.** The project limits and vicinity does not contain lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance<sup>1</sup>. Although the project site and surrounding area is zoned General Agricultural by the County of Orange, there are no agricultural resources or operations located in the project limits or vicinity. The General Agricultural zoning designation by the County of Orange also includes an Oil Production Overlay, which is what much of the surrounding area is utilized for. Thus, the Project would not result in the conversion of designated farmlands, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. No impacts would occur. This issue will not be analyzed further in the EIR.

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

**NO IMPACT.** Although the project limits and vicinity is zoned General Agricultural by the County of Orange, there are no agricultural resources or operations located in the project limits or vicinity. The General Agricultural zoning designation by the County of Orange also includes an Oil Production Overlay, which is what much of the surrounding area is utilized for. The 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.

- 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 limits are 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 limits zoned as timberland (as defined by Government Code section 51104(g)). Implementation of the 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 limits are 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?**

**NO IMPACT.** Although the project limits and vicinity is zoned General Agricultural by the County of Orange, there are no agricultural resources or operations located in the project limits or vicinity. The Project involves widening an existing road and would not introduce any changes that would result in

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<sup>1</sup> Farmland Mapping & Monitoring Program (FMMP), <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx> accessed on November 29, 2016.

conversion of farmland to non-agricultural use. In addition, as stated above, the Project is not located on forest land and would therefore not result in the conversion of forest land to non-forest use. No impacts would occur. 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 Project has the potential to conflict with applicable air quality plans (South Coast Air Quality Management Plan). 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 Project has the potential to violate air quality standards or contribute substantially to an existing or projected air quality violation. 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 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. 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 Project has the potential to result in an increase in air pollutant emissions, 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?**

**LESS THAN SIGNIFICANT IMPACT.** Sources that may emit odors during construction activities include exhaust from diesel construction equipment and heavy-duty trucks, which could be considered offensive to some individuals. However, odors from these sources would be localized and generally confined to the immediate area surrounding the project limits. The Project would use typical construction techniques, such as grading by off-road equipment and hauling by on-road vehicles, and the odors would be typical of most construction sites and temporary in nature. Because of the amount and types of equipment, the temporary nature of these emissions, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with Project construction. After construction of the Project, all construction-related odors would cease. Operation of the Project would not be expected to add any new odor sources, as Brea Canyon Road would continue to be used by varying types of motor vehicles similar to existing conditions. As a result, the Project would not create objectionable odors affecting a substantial number of people. Therefore, impacts related to odors would be less than significant. This issue will not be analyzed further 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 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) 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 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 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 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.

- 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 Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Orange County and the City of Brea do not have any policy or ordinance specifically protecting biological resources, such as trees. No impact would occur. This issue will not be analyzed further in the EIR.

It should be noted that, as discussed later in this Initial Study, the Project has the potential to conflict with applicable land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating environmental effects, which may indirectly involve biological resources. These potential conflicts will be discussed and analyzed within the Land Use and Planning section of 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?**

**NO IMPACT.** The project limits are not within or near an area covered by an adopted or approved conservation plan. No impacts would occur. This issue will not be analyzed further 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 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 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 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 Project has the potential to disturb human remains. Therefore, this issue will be analyzed in the EIR.

## 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 Whittier Fault trends northwest/southeast through the northern end of the project limits, south of the Orange County/Los Angeles County boundary line. The Project is located within an Alquist-Priolo Fault Zone. As such, implementation of the 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 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 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?

**POTENTIALLY SIGNIFICANT IMPACT.** As part of Project improvements, a substantial roadway cut slope of up to 50 feet or more in height would be required, which would result in the need to construct an approximately 50-foot-high retaining wall. Although the purpose of the retaining wall would be to address slope stability, including landslides, this issue will be analyzed in detail in the EIR.

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

**POTENTIALLY SIGNIFICANT IMPACT.** Grading and slope cutting activities 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.

- 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 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 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 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 Project involves widening an existing road. Construction of the Project would require the use of hazardous materials. 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 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 and no mitigation measures would be required. 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 Project has the potential to 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 during construction due to unknown hazardous materials within the project limits. The project limits and adjacent properties have been used for a number of years to produce and store crude oil and other petroleum products, and undocumented wells, pipelines, and other oil field-related appurtenances could be unexpectedly encountered during construction of the Project. 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?**

**LESS THAN SIGNIFICANT IMPACT.** Mariposa Elementary School, located at 1111 Mariposa Drive in the City of Brea, is located within one-quarter mile of the project limits. However, as stated previously, operation of the Project would not involve routine transport, use, or disposal of hazardous materials, or result in the release of hazardous materials into the environment. Project construction would involve the use of some common construction-related substances classified as hazardous materials (e.g., petroleum-based products, paints, solvents, sealers, etc.) that would be transported, used, stored, and disposed of according to City, County, state, and federal regulations. No acutely hazardous materials or substances, or wastes would be handled. Therefore, impacts associated with the emission or handling of hazardous materials within one-quarter mile of a school would be less than significant and no mitigation measures would be required. 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.** A Hazardous Materials Assessment (HMA) was performed in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Practice E 1527-13 for the Project, which involved (1) a review of historical documents, (2) a regulatory agency database search, (3) a property inspection and area reconnaissance, and (4) interview activities including a review of a User Questionnaire. Based on the HMA, the Project would not be located on a site that is included on a list of hazardous materials sites; however, a total of 74 mapped sites were identified within a one-mile radius of the Project. Further investigation of each of these sites found all had a low potential for impacting the Project. No orphan sites (i.e., a contaminated property where no one is willing or able to provide adequate clean up) with poor or inadequate mapping information were provided in the database search and no Recognized Environmental Conditions (RECs) (i.e., the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property) were identified as part of the record search, review of historical documents, property inspection and reconnaissance, or interviews. Overall, no evidence of environmental degradation to the property from hazardous materials contamination was identified. However, the project limits and adjacent properties have been used for a number of years to produce and store crude oil and other petroleum products, and undocumented wells, pipelines, and other oil field-related appurtenances could be unexpectedly encountered during construction of the 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 result in a safety hazard for people residing or working in the project area?**

**NO IMPACT.** The project limits are 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 limits is the Fullerton Municipal Airport which is approximately 6.25 miles to the southwest. Therefore, implementation of the 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 limits are not located in the vicinity of a private airstrip. Therefore, implementation of the 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.** Brea Boulevard/Brea Canyon Road would remain open to vehicular traffic during construction of the Project. Construction activities such as roadway widening, grading, retaining wall construction, utility relocations, etc., would be performed along the perimeters of the existing roadway, maintaining traffic within the existing interior roadway. Existing traffic would then be transferred to the new, widened road perimeters while reconstruction of the interior roadway is performed. Bridge replacement would be built in phases such that interim bridges would be constructed adjacent to existing bridges, then traffic would be diverted to the new bridges while existing bridges are demolished and replaced. Traffic flow could experience some temporary disruptions to general construction activity, but construction would not obstruct emergency operations or hinder emergency responder access in the project vicinity. Upon completion of construction activities, operation of the Project would not obstruct traffic flow or emergency operations. Additionally, neither the City of Brea nor the County of Orange identify Brea Boulevard/Brea Canyon Road as part of an emergency response plan or evacuation route.

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?**

**NO IMPACT.** The Project is located within an area that is subject to wildland fires. However, the Project involves widening an existing road and would not expose people or structures to greater wildland fire-related hazards than currently exist at the project site. No impacts would occur. 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 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 Project would not result in an increase in the demand for water production because the Project involves widening an existing road. No wells would be drilled or operated. The Project would not have the potential to directly change the rate or flow of groundwater because it would not interfere with any known aquifers. No improvements are proposed that would substantially interfere with groundwater recharge, as increases in impervious surfaces associated with the widened road would continue to drain to the adjacent Brea Creek. Therefore, impacts to groundwater supplies or recharge would be less than significant and no mitigation measures would be required. 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 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 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 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 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 Project involves widening an existing road. No residential uses are included as part of the Project. Therefore, implementation of the 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 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?**

**NO IMPACT.** The project limits are not located downstream of dam or levee and involves widening an existing road. The Project would not expose people or property to greater flooding hazards than currently exist in the project limits and no permanent, habitable structures would be included as part of the Project. No impacts would occur. This issue will not be analyzed further in the EIR.

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

**POTENTIALLY SIGNIFICANT IMPACT.** Seiches are extensive wave actions on lakes, reservoirs, or other enclosed bodies of water caused by meteorological or seismic activity, such as earthquakes. Tsunamis are seismically-induced sea waves generated by offshore earthquake, submarine landslide, or volcanic activity. The project limits are not located near a large body of water that would be subject to seiches or tsunamis. Therefore, no impacts related to seiche and tsunami would occur.

The project limits are situated within a canyon containing a number of steep slopes that could subject Brea Canyon Road to inundation by mudflow during periods of heavy rains. As part of the Project, a substantial roadway cut slope of up to 50 feet or more in height would be required. Slope stability associated with the proposed slope cut would be addressed through the construction of an approximately 50-foot-high retaining wall. Although the purpose of the retaining wall would be to address slope stability, including landslides, this issue will be analyzed in detail in the EIR.

**X. LAND USE AND PLANNING****a) Would the project physically divide an established community?**

**NO IMPACT.** The Project involves widening an existing road and has no potential to divide an established community. All existing land uses near the project limits would continue to be accessible via roadway and driveway, though it should be noted that some driveway access points would be reconfigured as right-in/right-out only, as no median breaks are proposed for maximum safety and unimpeded vehicular movement. 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?**

**POTENTIALLY SIGNIFICANT IMPACT.** The Project involves widening an existing road. Although no changes to the existing City of Brea and Orange County zoning and General Plan land use designations are expected to occur, the Project would result in some encroachment upon, and acquisition of, adjacent lands designated for various uses. Additionally, portions of Brea Creek have been placed into a Scenic Preserve Easement under jurisdiction of the City of Brea that is intended to limit development within its boundaries. The Project would require two strips of land within this easement. As such, the Project has the potential to conflict with applicable land use plans, policies, and/or regulations adopted for the purpose of avoiding or mitigating environmental effects. Therefore, this issue will be analyzed in the EIR.

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

**NO IMPACT.** The project limits are not within or near an area covered by an adopted or approved conservation plan. No impacts would occur. This issue will not be analyzed further in the EIR.

**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?**

**NO IMPACT.** The project limits and majority of the surrounding area has been classified as Mineral Resource Zone 3 (MRZ 3), as shown on Plates 3.11 and 3.12 of the Generalized Mineral Land Classification Map of Orange County<sup>2</sup> for aggregate resources (sand, gravel, and stone). MRZ-3 areas indicate locations that contain mineral deposits, the significance of which cannot be evaluated due to inadequate surface data on quality. While there is oil field activity in the vicinity of the project limits, there are no current mining activities for aggregate and neither the City of Brea nor the County of Orange General Plans identify the project limits as a mineral resource zone or recovery site. Furthermore, the Project involves the widening of an existing roadway, which would not result in the loss of or access to potential mineral resources. No impacts would occur. 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?**

**NO IMPACT.** As discussed above, neither the City of Brea nor the County of Orange General Plans identify the project limits as a mineral resource zone or recovery site and the Project involves the widening of an existing roadway, which would not result in the loss of or access to potential mineral resources. No impacts would occur. This issue will not be analyzed further in the EIR.

<sup>2</sup> Division of Mines and Geology (1994), <http://www.quake.ca.gov/gmaps/WH/smaramaps.htm> accessed on November 30, 2016.

## **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 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 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?**

**POTENTIALLY SIGNIFICANT IMPACT.** Implementation of the Project has the potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, this issue will be analyzed 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 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 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 project limits are 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 limits is the Fullerton Municipal Airport which is approximately 6.25 miles to the southwest. Therefore, implementation of the 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 project limits are not located within the vicinity of a private airstrip. Therefore, implementation of the 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 Project involves widening an existing road and is intended to improve congestion and safety. 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 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 Project involves widening an existing road. The project limits do not contain residential structures. Therefore, implementation of the 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?**

**NO IMPACT.** The Project involves widening an existing road. Therefore, implementation of the Project would not create a potential fire hazard or result in an increase in the occurrence of fires. There would be no increase in the demand for fire protection that would result in the need for new or expanded fire protection facilities. No impacts would occur. This issue will not be analyzed further in the EIR.

**Police protection?**

**NO IMPACT.** The Project involves widening an existing road. Therefore, implementation of the Project would not result in an increase in the occurrence of crime, an increase in the demand for police protection, or the need for new or expanded police protection facilities. No impacts would occur. This issue will not be analyzed further in the EIR.

**Schools?**

**NO IMPACT.** The Project does not include new residential development and would not result in an increased demand for school services. As such, the 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 Project involves widening an existing road and does not include any residential units. Therefore, the Project would not result in an increased demand for additional park facilities. No impacts would occur. This issue will not be analyzed further in the EIR.

#### **Other public facilities?**

**NO IMPACT.** No other public services would be impacted by the Project. The 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?**

**NO IMPACT.** Demand for recreational facilities is primarily generated by permanent residents. The Project involves widening an existing road and does not include residential or other development that would result in either direct or indirect impacts to existing regional parks or other recreational facilities. Therefore, the Project would not result in an increase in the use of local or regional parks or recreational facilities. No impacts would occur. This issue will not be analyzed further 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?**

**NO IMPACT.** The Project involves widening an existing road. The Project does not include the development of new recreational facilities or require the construction or expansion of other recreational facilities which might have an adverse impact on the environment. No impacts would occur. This issue will not be analyzed further 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.** Although the Project involves widening an existing road for the purpose of improving congestion and safety, a traffic analysis will be prepared to analyze the Project and its effect regarding applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. 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.** Although the Project involves widening an existing road for the purpose of improving congestion and safety, a traffic analysis will be prepared to analyze the Project and

its effect regarding applicable congestion management programs. 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 6.25 miles of the project limits. The Project, which involves the widening of an existing road, 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)?**

**POTENTIALLY SIGNIFICANT IMPACT.** Although the Project involves widening an existing road for the purpose of improving congestion and safety, a traffic analysis will be prepared to analyze the Project and its effect regarding design feature hazards (e.g., sharp curves or dangerous intersections) or incompatible uses. Therefore, this issue will be analyzed in the EIR.

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

**LESS THAN SIGNIFICANT IMPACT.** Brea Boulevard/Brea Canyon Road would remain open to vehicular, including emergency vehicular, traffic during construction of the Project. Construction activities such as roadway widening, grading, retaining wall construction, utility relocations, etc., would be performed along the perimeters of the existing roadway, maintaining traffic within the existing interior roadway. Existing traffic would then be transferred to the new, widened road perimeters while reconstruction of the interior roadway is performed. Bridge replacement would be built in phases such that interim bridges would be constructed adjacent to existing bridges, then traffic would be diverted to the new bridges while existing bridges are demolished and replaced. Traffic flow could experience some temporary disruptions to general construction activity, but construction would not obstruct emergency operations or hinder emergency responder access in the project vicinity. Upon completion of construction activities, operation of the Project would not obstruct traffic flow or emergency operations. Impacts related to emergency access 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?**

**POTENTIALLY SIGNIFICANT IMPACT.** Although the Project involves widening an existing road for the purpose of improving congestion and safety, a traffic analysis will be prepared to analyze the Project and its effect regarding public transit, bicycle, and pedestrian facilities and safety. Therefore, this issue will be analyzed in the EIR.

## **XVII. TRIBAL CULTURAL RESOURCES**

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

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

**POTENTIALLY SIGNIFICANT IMPACT.** Implementation of the Project has the potential to cause a substantial change in the significance of a tribal cultural resource as defined in Public

Resources Code section 21074 and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Therefore, this issue will be analyzed in the EIR.

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

**POTENTIALLY SIGNIFICANT IMPACT.** Implementation of the Project has the potential to cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 and that is determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. Therefore, this issue will be analyzed in the EIR.

## **XVIII. UTILITIES AND SERVICE SYSTEMS**

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

**NO IMPACT.** The Project involves widening an existing road and would not result in the generation of raw sewage. Therefore, the Project would not result in exceedance of wastewater treatment requirements of the Regional Water Quality Control Board. No impacts would occur. 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?**

**NO IMPACT.** As indicated above, the Project involves widening an existing road. Thus, the Project would not result in the generation of raw sewage, nor create a demand for sewer collection and/or treatment facilities. Likewise, the Project would not result in an increased demand for wastewater or water treatment facilities. Therefore, no new or expanded wastewater or water treatment facilities would be required to accommodate the Project. No impacts would occur. 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?**

**LESS THAN SIGNIFICANT IMPACT.** The Project involves widening an existing road, which would result in an increase in impervious surfaces; however, all runoff from the project limits would continue to drain to the adjacent Brea Creek. Certain elements of the Project, such as the new retaining wall, would require appropriate drainage design consideration; however, the Project would not require or result in the construction of substantial new stormwater drainage facilities or expansion of existing facilities. Therefore, impacts related to construction or expansion of stormwater drainage facilities would be less than significant and no mitigation measures would be required. 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?**

**NO IMPACT.** Construction and operation of the Project would not affect water supplies, as the Project involves widening an existing road. Construction activity would require minimal amounts of water which would be accommodated from existing water supplies and entitlements. Implementation of the Project



would not result in the need to expand existing water facilities or construct new water facilities. No impacts would occur. 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?**

**NO IMPACT.** No development is proposed that would result in the generation of raw sewage. No impacts would occur. 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 Project involves the widening of an existing road and associated improvements, including demolition and removal of three existing bridges, possible reconfiguration of some existing culverts, and a substantial slope cut requiring a retaining wall, all of which would generate some construction-related solid waste. Operation of the Project would not result in the generation of solid waste. It should be noted the County would ensure that at least 50 percent of construction and demolition waste from the Project is recycled per the OC Waste & Recycling Construction and Demolition Recycling and Reuse Program. The remaining waste would not be considered substantial 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 not be substantial and would be accommodated by local landfills. The 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.

#### **XIV. 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 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 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 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.