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

DATE: May 17, 2019
SUBJECT: Notice of Preparation of a Draft Environmental Impact Report (EIR No. 628) and
Public Scoping Meeting
PROJECT: Brea Boulevard/Brea Canyon Road Widening Project (IP 17-046) SCH # 2017051005
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 an update to 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 29, 2019
Time: 6:00 p.m. to 7:30 p.m.
Location: Mariposa Elementary School Cafeteria
1111 West Mariposa Drive
Brea, CA 92821
(see attached map)

Due to the extended period of time that has elapsed and updated project scope since the Notice of Preparation (NOP) of a draft EIR was distributed on May 2, 2017 and public scoping meeting held on May 24, 2017, an updated NOP and Initial Study has been prepared and another public scoping meeting will be held.

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 20, 2019 to June 19, 2019. 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. 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 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) is 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 approximately 1,200 feet northeast of Tonner Canyon Road, a total

Brea Canyon Road Widening Project
Notice of Preparation of a Draft Environmental Impact Report and Notice of Public Scoping Meeting

length of approximately 7,600 linear feet or 1.4 miles. In addition, approximately 1,100 feet of Brea Canyon Channel from 600 feet north (upstream) of Central Avenue to 1,700 feet north (upstream) of Central Avenue within the City of Brea.
Refer to the attached figures.

Brea Canyon Road would be widened from two to four lanes (two lanes each direction) with 11 foot minimum width lanes, shoulders that would vary from 6-foot to 10-foot wide that could serve as bike lanes, and a raised median that varies from 12- foot to 14-foot or a 6-foot wide median with a concrete barrier.

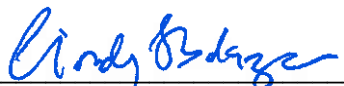
The Project is intended to address safety by improving the design of existing curves within the Project and reducing the potential for motorist conflicts. Additionally, the Project is intended to address traffic congestion during the A.M and P.M. peak hours and is expected to enhance the Level of Service (LOS) from an existing LOS F to LOS A, substantially improving traffic flow through Brea Canyon Road. This would be accomplished by widening Brea Canyon Road, installing a new traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road, and installing a new traffic signal approximately 1,200 feet north of Canyon Country Road to provide a safe left turn on Brea Boulevard for the oil field operator.

Widening and safety improvements of the roadway would also require replacing three bridges over Brea Canyon Channel, improvements to Brea Canyon Channel, 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 multiple retaining walls, the highest of which is over 60 feet. Some right-of-way (R/W) acquisition and driveway access point modification (e.g., driveway relocation or reconstruction) would also be required.

Construction is expected to last approximately 4.5 years and is anticipated to begin in the year 2020.

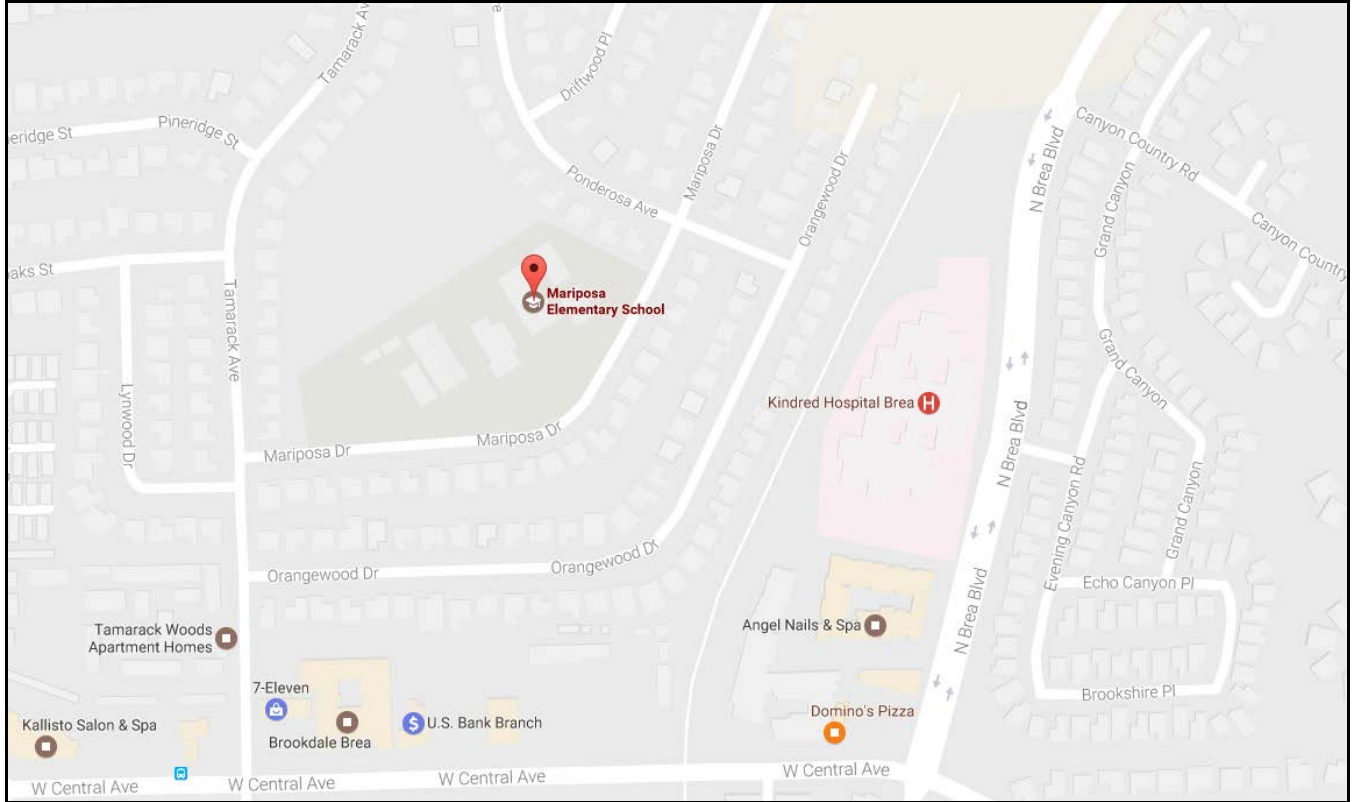
The Notice of Preparation with Initial Study IP 17-046 is available for review on the County's website: http://www.ocpublicworks.com/ds/planning/projects/4th_district/brea_canyon_road_widening_project

If you have any questions or need additional information, please contact Cindy Salazar at (714) 667-8870. Submit written comments to the following email address: Cindy.Salazar@ocpw.ocgov.com. The mailing address is OC Development Services/Planning, 300 N. Flower Street, Santa Ana, CA 92703.

Submitted by: 
Name: Cindy Salazar, Senior Planner
OC Public Works, OC Development Services/Planning

Attachment: Location Maps

Mariposa Elementary School



Brea Boulevard/Brea Canyon Road Widening Project Initial Study (IP 17-046) SCH # 2017051005

ENVIRONMENTAL CHECKLIST

1. **Project Title:** Brea Boulevard/Brea Canyon Road Widening Project
2. **Lead Agency Name and Address:**

Orange County Public Works Department/OC Development Services
300 N. Flower Street, 1st Floor
Santa Ana, CA 92703-4098
3. **Contact Person and Phone Number:** Austin Morgan, P.E. (714) 647-3981
4. **Project Location:** An approximately 1.4-mile segment of Brea Boulevard/Brea Canyon Road, between Canyondale Drive in the City of Brea to approximately 1,200 feet northeast of Tonner Canyon Road within unincorporated Orange County. In addition, approximately 1,100 feet of Brea Canyon Channel from 600 feet north (upstream) of Central Avenue to 1,700 feet north (upstream) of Central Avenue within the City of Brea.

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, Public Facilities, 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), FP-1 (Public Facilities), 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) is 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 approximately 1,200 feet northeast of Tonner Canyon Road, a total length of approximately 7,600 linear feet or 1.4 miles (road limits). To facilitate the widening, improvements to Brea Canyon Channel located within the City of Brea, from approximately 600 feet upstream of Central Avenue to 1,700 feet upstream of Central Avenue (flood limits) are necessary; refer to Figure 1, Regional Map, and Figure 2, Vicinity Map.

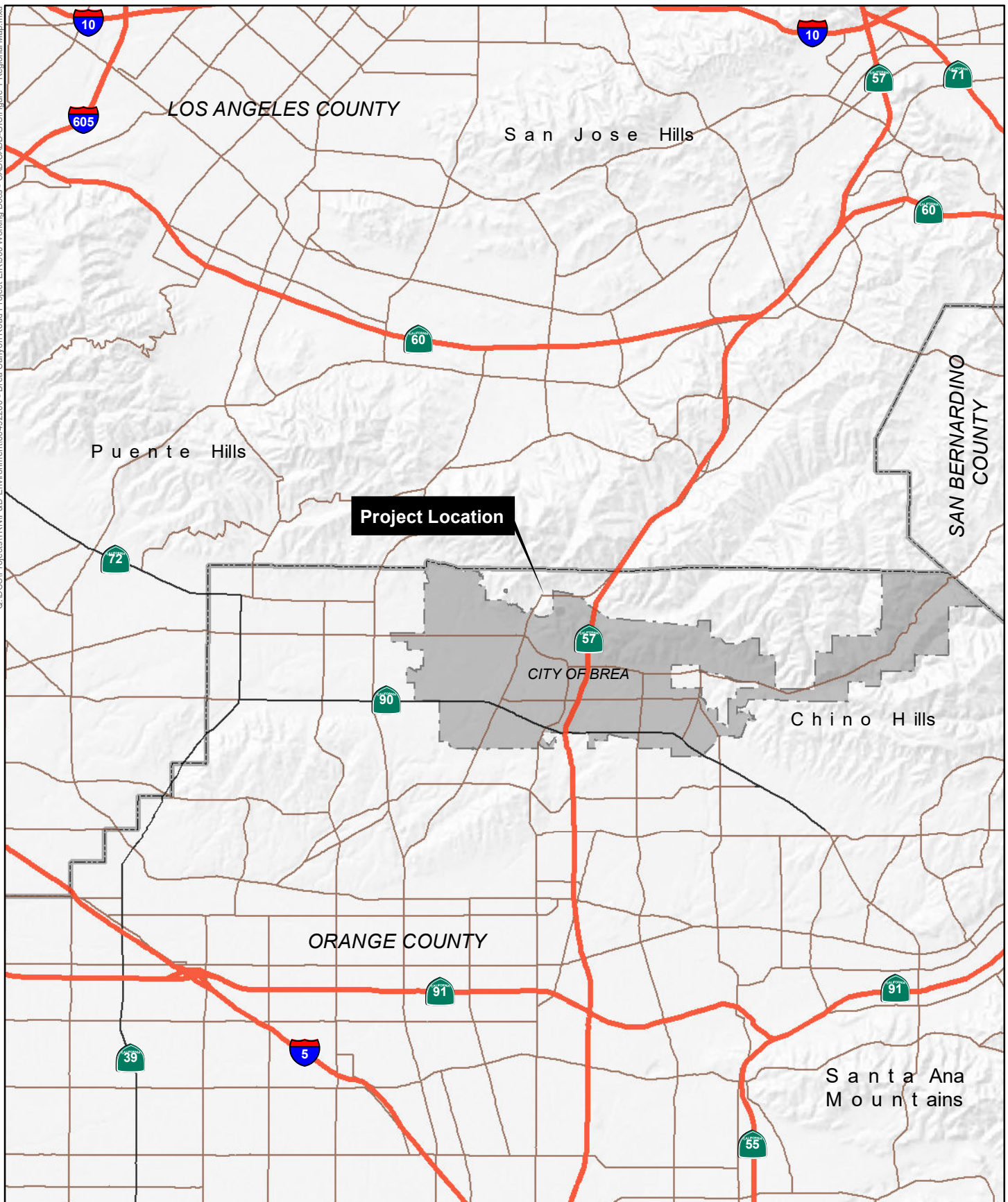
The Project is intended to address safety by improving the design of existing curves within the road limits and reducing the potential for motorist conflicts. Additionally, the Project is intended to address traffic congestion during the A.M and P.M. peak hours and is expected to enhance the Level of Service (LOS) from an existing LOS F to LOS A, substantially improving traffic flow

through Brea Canyon Road. This would be accomplished by widening Brea Canyon Road from two to four lanes (two lanes each direction, divided by median barrier/raised median), installing a new traffic signal at the intersection of Brea Canyon Road and Tonner Canyon Road, and installing a new traffic signal approximately 1,200 feet north of Canyon Country Road to provide a safe left turn on Brea Boulevard for the oil field operator.

Widening and safety improvements of the roadway would also require replacing three bridges over Brea Canyon Channel, improving a portion of Brea Canyon Channel, 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 multiple retaining walls, the highest of which is over 60 feet. Some right-of-way (R/W) acquisition and driveway access point modification (e.g., driveway relocation or reconstruction) would also be required.

The Project presented within this Initial Study is an update to the Project previously defined in a Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) on May 2, 2017 and public scoping meeting held on May 24, 2017. Due to the extended period of time that has elapsed and the updated Project scope, an updated NOP and Initial Study has been prepared and another public scoping meeting will be held on May 29, 2019.

Q:\DCS\Projects\TRNP&D Environment\60492260 - Brea Canyon Road Project EIR\900 Working Docs - CAD\CADD-GIS\Figure 1 Regional Map.mxd



Source: CalAtlas (2017), OC Public Works (2019), and AECOM (2019).

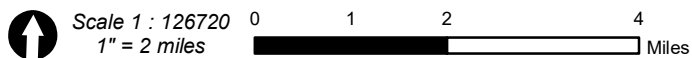


Figure 1
Regional Map

Q:\DCS\Projects\TRN\IP&D Environment\60492260 - Brea Canyon Road Project EIR\900 Working Docs - CAD\CADD-GIS\Figure 2 Vicinity Map.mxd



Eagle Aerial Imaging (2015), OC Public Works (2019), and AECOM (2019).



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

0 500 1,000 2,000 3,000
Feet

Figure 2
Vicinity Map

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. Other portions of the roadway are 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 road limits. Brea Canyon Road has essentially remained unchanged since the roadway was realigned to its present configuration between 1928 and 1930. The existing R/W width varies between 60 to 100 feet.

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 road 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 Canyon Channel to the north and a very tall and steep hill to the south.

There are three bridges crossing Brea Canyon Channel within the road 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).

Brea Canyon Channel downstream of the flood limits is a 40-foot-wide, 13.5-foot-tall reinforced concrete rectangular channel that meets the current Orange County Flood Control District (OCFCD) flood protection criteria. The existing condition of the flood limits slated for improvement consists of a trapezoidal riprap (lined with rock to prevent erosion of slopes) lined channel with a bottom width of 30 feet and 1.5:1 (horizontal: vertical) side slopes. A transition currently exists between the concrete rectangular channel and trapezoidal riprap lined channel.

The following land uses surround the road and flood limits:

- North of the road 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 road limits is State Route (SR) 57 and Tonner Canyon.
- South and west of the road and flood 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 road 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 Canyon Road area.

There are also existing safety issues along Brea Canyon Road within the road 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 slightly flattening (i.e., increasing the radius) the existing sharp curve (as well as improving the design of the other existing curves within the road limits) and provide a superelevation (i.e., angle of roadway banking within the turn), installing a median barrier or raised median within the road limits, a new traffic signal at the Tonner Canyon Road and Brea

Canyon Road Intersection, and install a new traffic signal approximately 1,200 feet north of Canyon Country Road.

The Project can improve bicycle access/safety by providing a shoulder on both sides of the road.

Presently, if storm water overtops Bridge 1, the water flows over the roadway down Brea Boulevard and back into the channel on the west side of Brea Boulevard. The water is expected to overtop the existing trapezoidal channel, but is expected to be contained within OCFCR R/W. The purpose of the Brea Canyon Channel improvements is to increase the volume of water that can pass through the channel to accommodate bridge improvements associated with the road widening. The new bridges would allow more water to pass underneath in order to reduce the risk of roadway flooding. The downstream channel improvements are necessary to convey the additional water in a more controlled manner, create a harmonious design with the new bridges, increase flood protection, and reduce flood risk for the immediately adjacent residential, commercial, and industrial properties.

PROJECT ELEMENTS

The Project includes widening Brea Canyon Road from two to four lanes (two lanes each direction) along the entire approximately 7,600-linear-foot road limits, installing traffic signals approximately 1,200 feet north of Canyon Country Road and 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, shoulders that would vary from 6-foot to 10-foot wide that could serve as bike lanes, and a raised median that varies from 12-foot to 14-foot or a 6-foot wide median with a concrete barrier. 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 road 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 785 feet, with a superelevation of 9 percent, which is under the maximum allowable superelevation of 10 percent per the American Association of State Highway and Transportation Officials (AASHTO). The 785-foot radius curve with 9 percent superelevation would provide for a comfortable horizontal curve speed of 45 MPH. Because this existing curve occurs within a tightly aligned section of Brea Canyon Road between Brea Canyon Channel to the north and a tall and steep hill to the south, a substantial roadway cut slope of up to 60 feet or more in height is required to increase the radius curve and sight distance (length of roadway visible to a driver). Slope stability associated with the proposed slope cut would be addressed through the construction of an approximately 60-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 posted operating speed of the curve to 45 MPH.

Bridge Replacement and Culvert Crossing Modifications

Road widening would require replacement of the three bridges within the road limits, all of which are over 80 years old. 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.

Channel Improvements

The Brea Canyon Channel improvements would involve improving the existing riprap trapezoidal channel to an ultimate 40-foot-wide by 13.5-foot-tall reinforced concrete rectangular channel from approximately 600 feet upstream of Central Ave to 1,700 feet upstream of Central Ave, approximately 1,100 linear feet. The existing concrete transition structure at the upstream limit of the engineered channel will also be replaced.

Q:\DCS\Projects\TRN\IP&D Environment\60492260 - Brea Canyon Road Project EIR\900 Working Docs - CAD\CADD-GIS\Figure 2 Vicinity Map.mxd



Eagle Aerial Imaging (2015), OC Public Works (2019), and AECOM (2019).



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

0 500 1,000 2,000 3,000
Feet

Figure 3
Proposed Project

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

Overall, the Project would require road easements, retaining wall easements, temporary construction easement, and utility easements.

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. In addition, the Project would require relocation of utilities and oilfield-related equipment. Utility and oilfield-related equipment relocations would require permits and/or agreements with the owners.

Work within Brea Canyon Channel would occur within OCFCD R/W, and additional R/W may be required to transition the natural drainage portion of Brea Canyon Channel to the proposed rectangular channel at the upstream flood limit.

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. Tonner Canyon would be resurfaced and restriped to approximately 300 feet south of the intersection.

Installation of a new traffic signal approximately 1,200 feet north of Canyon Country Road would be included to provide a safe left turn onto Brea Boulevard for the oil field operator from their facility.

The existing traffic signal at Brea Canyon Road and Canyon Country Road would be replaced.

Striping and appropriate signage would be provided throughout the road limits. Per Orange County MPAH, Brea Canyon Road would be designed for a minimum design speed of 55 MPH, with the exception of the roadway between Canyondale Drive and the proposed 785-foot horizontal curve. In this segment, the design speed would match the existing speed limit within the City of Brea of 45 MPH. The retaining wall around the 785-foot horizontal curve would obstruct sight distance on the inside of the curve, reducing the recommended operational speed to 45 MPH, which would require yellow advisory speed signs.

CONSTRUCTION

Construction would result in lane closures and the potential for full closure of Brea Canyon Road is currently being analyzed.

The Project is anticipated to be split into three phases:

- (1) the first phase will include utility relocations and the infrastructure necessary for utility companies to relocate their utilities;
- (2) the second phase will include construction of all bridges, channel improvements, retaining walls, and grading necessary to construct the roadway; and
- (3) the third phase will include the intersections along with the roadway.

If full closure of Brea Canyon Road is not feasible, traffic would be diverted depending on the phase. Bridge replacement may be built in phases to maintain traffic, but partial or short duration road closures are likely necessary to construct some structural elements of the three bridges.

There are four construction staging/laydown areas for the Project (refer to Figure 3):

- (1) the first staging/laydown area would be located at an unpaved area 1,200 feet north of Canyon Country Road on the west side of Brea Boulevard located on private property;
- (2) the second staging/laydown area would be located north of Bridge 3 on private property;

- (3) the third staging/laydown area would be located at approximately the middle of the road limits on an unpaved strip containing an oil derrick on the south side of Brea Boulevard where the roadway is at a straightaway and aligned in an east/west direction; and
- (4) the fourth staging/laydown area is located at an unpaved area on the east side of Tonner Canyon Road at its intersection with Brea Canyon Road.

All staging/laydown areas located on private property will require an agreement between the contractor and property owner and/or oil field operator.

Construction is expected to last approximately 4.5 years and is anticipated to begin in the year 2020.

Environmental Factors Potentially Affected

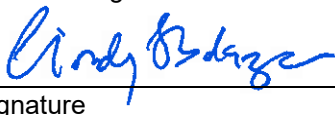
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<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"/> Energy
<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"/> Wildfire	<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

5/17/19

 Date

Cindy Salazar

 Printed Name

Environmental Checklist Form

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input 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 public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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"/>
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 district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to 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) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. ENERGY: Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input 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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input 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"/>
f) 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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"/>
IX. 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(i) result in substantial erosion or siltation on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. POPULATION AND HOUSING: Would the project:				

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. TRIBAL CULTURAL RESOURCES: 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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I. AESTHETICS**a) 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). 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) 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". Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. There are limited sources of light and glare throughout most of the flood and road limits, (hereafter referred to as 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 new traffic signals at the intersection of Brea Canyon Road and Tonner Canyon Road and approximately 1,200 feet north of Canyon Country Road, where there is no existing traffic light or street lighting at these locations. The provision of new signalized intersections could create new sources of light and glare that could affect day or nighttime views in the area. Therefore, this issue will be analyzed 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 Importance¹. 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 conversion of farmland to non-agricultural use. In addition, as stated above, the Project is not located on

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

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 not be analyzed in the EIR.

III. AIR QUALITY

a) 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) 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?

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.

c) 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.

d) Result in other emissions (such as those leading to odors) adversely 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) 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) **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) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to have a substantial adverse effect on state or federally protected wetlands. 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?**

POTENTIALLY SIGNIFICANT IMPACT. The Project would result in some encroachment upon, and acquisition of, adjacent lands designated for various uses and has the potential to conflict with the provisions of an adopted conservation plan. Therefore, this issue will be analyzed in the EIR.

V. CULTURAL RESOURCES

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

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

- b) **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) **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. ENERGY

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project would result in the consumption of energy resources during construction and operation. Therefore, this issue will be analyzed in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, this issue will be analyzed in the EIR.

VII. GEOLOGY AND SOILS

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

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

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 60 feet or more in height would be required, which would result in the need to construct an approximately 60-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) 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) 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) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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) 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.

f) 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.

VIII. GREENHOUSE GAS EMISSIONS

a) 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) 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.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

LESS THAN SIGNIFICANT IMPACT. 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) **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) **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) **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 or excessive noise 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 or excessive aircraft-related noise impacts associated with airports. This issue will not be analyzed further in the EIR.

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

POTENTIALLY SIGNIFICANT IMPACT. Construction of the Project would result in lane closures and the potential for full closure of Brea Canyon Road is currently being analyzed. Therefore, this issue will be analyzed in the EIR.

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

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.

X. HYDROLOGY AND WATER QUALITY

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, this issue will be analyzed in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The Project 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 Canyon Channel. Therefore, impacts to groundwater supplies or recharge and sustainable groundwater management would be less than significant and no mitigation measures would be required. This issue will not be analyzed further in the EIR.

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

- (i) Result in substantial erosion or siltation on- or off-site;

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 through the addition of impervious surfaces, in a manner that could result in substantial erosion or siltation on- or off-site. Therefore, this issue will be analyzed in the EIR.

- (ii) 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, 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.

- (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or

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.

- (iv) 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.

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

NO 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 inundation from seiche and tsunami would occur.

The project limits are situated within the 100-year flood hazard area, which will be analyzed as part of question (c), above, however, the Project involves widening an existing road and does not include storage of materials or pollutants that would be at risk of release due to inundation. No impacts would occur. This issue will not be analyzed further in the EIR..

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to conflict with or obstruct implementation of a water quality control plan. Therefore, this issue will be analyzed in the EIR.

XI. LAND USE AND PLANNING

a) 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. 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. No impacts related to physically dividing an established community would occur. This issue will not be analyzed further in the EIR.

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

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. 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.

XII. MINERAL RESOURCES

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

NO IMPACT. The 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 County² 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) 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.

XIII. NOISE

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

POTENTIALLY SIGNIFICANT IMPACT. Implementation of the Project has the potential to result in the exposure of persons to or generation of temporary or permanent increases in ambient noise levels in the vicinity of the project limits in excess of standards established in the local general plan or noise

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

ordinance, or applicable standards of other agencies during construction. Therefore, this issue will be analyzed in the EIR.

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

NO IMPACT. The project limits are not located within the vicinity of a private airstrip and 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.

XIV. POPULATION AND HOUSING

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

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 people or 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 people or existing housing. No impact would occur. This issue will not be analyzed further in the EIR.

XV. 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.

XVI. 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.

XVII. TRANSPORTATION

- a) **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian 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 applicable programs, plans, ordinances, or policies addressing the circulation system. Therefore, this issue will be analyzed in the EIR.

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

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 consistency with CEQA Guidelines section 15064.3, subdivision (b). Therefore, this issue will be analyzed in the EIR.

- c) **Substantially increase hazards due to a geometric 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.

- d) **Result in inadequate emergency access?**

POTENTIALLY SIGNIFICANT IMPACT. Construction of the Project would result in lane closures and the potential for full closure of Brea Canyon Road is currently being analyzed. Therefore, this issue will be analyzed in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES

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

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.

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

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.

XIX. UTILITIES AND SERVICE SYSTEMS

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

LESS THAN SIGNIFICANT IMPACT. 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, water treatment, electric power, natural gas, or telecommunications facilities. No new or expanded wastewater or water treatment facilities would be required to accommodate the Project. No impacts would occur.

The road widening would result in an increase in impervious surfaces; however, all runoff from the project limits would continue to drain to the adjacent Brea Canyon Channel. 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.

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

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.

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

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.

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

LESS THAN SIGNIFICANT IMPACT. 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.

e) Comply with federal, state, and local management and reduction 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.

XX. WILDFIRE

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

POTENTIALLY SIGNIFICANT IMPACT. Construction of the Project would result in lane closures and the potential for full closure of Brea Canyon Road is currently being analyzed. Therefore, this issue will be analyzed in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The Project is located within an area that is subject to wildland fires. However, the Project involves widening an existing road and would not exacerbate wildland fire-related hazards over those that currently exist in the vicinity of the project site. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. The Project involves widening an existing road. No development is proposed that would require the installation or maintenance of associated infrastructure that could exacerbate existing fire risks. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

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

LESS THAN SIGNIFICANT IMPACT. Implementation of the Project would involve changes that could alter the existing drainage pattern of the site or area, or increase the rate or amount of surface runoff in a manner that could result in flooding on- or off-site, which will be analyzed as part of Section X, Hydrology and Water Quality. However, the Project involves widening an existing road and would not exacerbate wildland fire-related hazards over those that currently exist in the vicinity of the project site. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or

animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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.