

# ADDENDUM

YORBA LINDA 2008-2014 HOUSING ELEMENT  
AND IMPLEMENTATION PROGRAMS EIR  
TESORO TOWNHOMES  
SCH NUMBER: 2010051079

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October 2013

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## 1.0 INTRODUCTION

### 1.1 PURPOSE AND SCOPE

This document is an Addendum to the previously certified Program Environmental Impact Report (PEIR) (State Clearinghouse No. 2010051079) for the City of Yorba Linda (City) 2008–2014 Housing Element and Implementation Programs (Housing Element). This Addendum serves as the environmental review for the Tesoro Townhomes residential project (proposed project), as required pursuant to the provisions of the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Sections 21000 et seq., and the State CEQA Guidelines.

The PEIR was prepared to address the environmental impacts associated with the City’s Housing Element and related actions and was certified by the City Council in October 2011. The PEIR found impacts would be less than significant without mitigation measures under the topical areas of Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing (project impacts), Public Services (library and police protection), Recreation, Transportation and Traffic (design features, emergency access, and alternative transportation modes), and Utilities and Service Systems (water, wastewater, and solid waste). The PEIR found that potentially significant impacts could be mitigated to levels of less than significant under the topical areas of Greenhouse Gas Emissions, Noise (construction and operation), Population and Housing (project level), Public Services (fire protection and schools), and Utilities and Service Systems (electricity and petroleum pipeline). However, under the topics of Air Quality (exposure of sensitive receptors), Population and Housing (cumulative impacts), and Transportation and Traffic (intersection level of service [LOS]), the PEIR determined that impacts could not be mitigated to levels of less than significant and, therefore, these impacts were identified as significant and unavoidable. Accordingly, in approving the Housing Element and certifying the PEIR, and consistent with CEQA Guidelines Sections 15091, 15093, et al., the City made written findings and adopted statements of overriding consideration wherein it was demonstrated and substantiated that the benefits of adopting the Housing Element and related actions would outweigh the significant and unavoidable environmental impacts under the topical areas noted above.

The Housing Element PEIR identifies the project site as Site No. 3 and analyzed the impacts generated by the development of 122 residential units. The City of Yorba Linda General Plan designates the project site as R-High 30 (High Density 30 Residential). According to the City’s Zoning Map, the project site is zoned R-M-30 (High Density 30 Residential). The proposed Tesoro Townhomes residential project plans for redevelopment of the project site (Site No. 3) with 82 residential units and related improvements (e.g., driveways, parking, and landscaping). The PEIR analyzed the impacts generated by 40 more residential units on the project site under the Housing Element than what is being proposed by the current project. Therefore, the Tesoro Townhomes residential project represents a decrease in the total development anticipated for the project site pursuant to the Housing Element and evaluated in the PEIR.

PEIRs generally analyze broad environmental effects of the program with the acknowledgment that future development- and site-specific environmental review will be required. The proposed project is a subsequent activity within the program covered by the PEIR and is within the scope of the PEIR. The analysis in this document compares and contrasts the proposed project with the assumptions and analysis presented in the PEIR. As substantiated within this Addendum, the proposed project would not create or result in new, different, or substantially increased environmental impacts than those considered and addressed in the PEIR.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City is the lead agency charged with the responsibility of deciding whether or not to approve the requested action. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the proposed project.

### **1.1.1 Environmental Considerations**

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Addendum focuses on the proposed changes to the anticipated development of the project site that might cause a change in the conclusions of the PEIR and any change in circumstances or new information of substantial importance that would substantially change the conclusions of the PEIR.

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an Environmental Impact Report (EIR) has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than identified in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives; or
  - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162 are present, the lead agency must determine whether to prepare a subsequent EIR or negative declaration, an addendum, or no further CEQA documentation (CEQA Guidelines Section 15162[a]). Section 15164 of the CEQA Guidelines states that an addendum to an EIR shall be prepared “if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the PEIR is the appropriate environmental document for the proposed project. This Addendum reviews the changes proposed by the project applicant and any changes to the existing conditions that have occurred since the PEIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the PEIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the proposed project.

The environmental checklist form and analysis have been completed by the lead agency, the City of Yorba Linda. The environmental analysis addresses environmental checklist topics section by section and includes findings of (1) the environmental effects of the proposed project in comparison with the findings of the PEIR, and (2) whether or not the PEIR has adequately analyzed the potential impacts of the proposed project. Each environmental topic discussed in this Addendum includes an overview of the impacts to the environment evaluated in the PEIR; a comparison between this proposed project’s effects on the environment and the effects evaluated in the PEIR; and a determination as to whether or not the proposed project’s physical effects on the environment are within the scope of those analyzed in the PEIR. The applicable mitigation measures of the PEIR that are being carried forward and incorporated into the proposed project are also identified in this Addendum (pursuant to CEQA Guidelines Section 15168[c]).

In addition, PRC Code Section 21083.3 and CEQA Guidelines Section 15183 provide that certain projects that are consistent with the development density established in the general plan of a local agency for which an EIR was certified do not require additional environmental review, except as necessary to examine whether there are project-specific significant effects that were not addressed in the prior EIR or for which substantial new information shows that the project will be more significant than described in the prior EIR. This Addendum also documents the proposed project’s consistency with the requirements of PRC Section 21083.3 and CEQA Guidelines Section 15183.

## **1.2 ENVIRONMENTAL DOCUMENTATION INCORPORATED BY REFERENCE**

This Addendum relies on the environmental analysis in the certified PEIR (SCH No. 2010051079). The public review period for the PEIR was from February 3 to April 4, 2011. The Yorba Linda City Council certified the PEIR for the Housing Element in October 2011 and adopted the associated Housing Element. An Addendum to the PEIR was prepared in August 2011 to prepare additional environmental analysis associated revisions to the project description. This Addendum incorporates by reference the PEIR and the technical analyses and documents that relate to the proposed project or provide additional information concerning the environmental setting of the proposed project.

The information in this Addendum is based upon technical studies provided in the appendices of this Addendum and the following planning documents:

- City of Yorba Linda General Plan and Municipal Code
- City of Yorba Linda 2008–2014 Housing Element and Implementation Programs
- Certified PEIR for the City of Yorba Linda 2008–2014 Housing Element and Implementation Programs (SCH No. 2010051079)
- Addendum to City of Yorba Linda 2008–2014 Housing Element and Implementation Programs (SCH No. 2010051079)
- Addendum to City of Yorba Linda 2008–2014 Housing Element and Implementation Programs – Covington Townhomes (SCH No. 2010051079)

These planning documents and technical studies are available for review at the City of Yorba Linda Community Development Department, 4845 Casa Loma Avenue, Yorba Linda, California 92885.

### **1.3 FINDINGS OF THIS ADDENDUM**

The City is the lead agency for the project. The City has determined that analyses of project environmental effects are best provided through use of an Addendum and that none of the conditions set forth in PRC Section 21166 or Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent or supplemental EIR have been met.

1. There are no substantial changes to the project that would require major revisions of the PEIR due to new significant environmental effects or a substantial increase in severity of impacts identified in the PEIR;
2. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions to the 2011 PEIR to disclose new significant environmental effects or that would result in a substantial increase in severity of impacts identified in the PEIR; and
3. There is no new information of substantial importance which was not known at the time the PEIR was certified, indicating any of the following:
  - The project will have one or more new significant effects not discussed in the certified PEIR;
  - There are impacts determined to be significant in the PEIR that would be substantially more severe;
  - There are additional mitigation measures or alternatives to the project that would substantially reduce one or more significant effects identified in the PEIR; and
  - There are additional mitigation measures or alternatives rejected by the project proponent that are considerably different from those analyzed in the PEIR that would substantially reduce a significant impact identified in that EIR.

The complete evaluation of potential environmental effects of the project, including rationale and facts supporting the City's findings, is contained in Chapter 4.0 of this Addendum.

## **1.4 FORMAT OF ADDENDUM**

This Addendum has been organized into three chapters, as described below:

### **1.4.1 Chapter 1.0: Introduction**

Chapter 1.0 includes a description of the purpose and scope of the Addendum, previous environmental documentation, project approvals, findings of the Addendum, and existing documents to be incorporated by reference.

### **1.4.2 Chapter 2.0: Project Description**

Chapter 2.0 includes the project description, location, and setting of the site.

### **1.4.3 Chapter 3.0: Objectives and Actions**

Chapter 3.0 summarizes the Housing Element objectives and describes the previous actions of the City taken to approve the Housing Element. This chapter also describes how the evaluations of environmental impacts were determined and are subsequently used to make consistency determinations for the proposed project.

### **1.4.4 Chapter 4.0: Comparative Evaluation of Environmental Impacts**

Chapter 4.0 addresses project changes with the potential to have a physical effect on the environment and includes analyses of impacts of the revised project compared with impacts analyzed in the Housing Element PEIR. This comparative analysis has been undertaken pursuant to provisions of CEQA to provide City decision-makers with a factual basis for determining whether proposed project revisions, changes in circumstances, or new information since the Housing Element PEIR was certified, require additional environmental review or preparation of a subsequent or supplemental EIR.

## **1.5 CONTACT PERSONS**

The lead agency for the Addendum for the proposed revisions to the Housing Element is the City of Yorba Linda. Questions about preparation of this Addendum, its assumptions, or its conclusions should be referred to:

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## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT BACKGROUND

The City of Yorba Linda 2008–2014 Housing Element and Implementation Programs (Housing Element) and associated PEIR, which were adopted and certified (respectively) on October 4, 2011, identified the project site as 1 of the 14 vacant and underutilized sites (including properties with current single-family residential and commercial zoning) that the City identified for rezoning to higher density for potential affordable housing purposes. More specifically, the project site is identified as Site No. 3 (Yorba Linda Boulevard/Prospect Avenue site) and was rezoned by the City from CG (General Commercial) to R-M-30 (High Density 30 Residential) at a density of 30 dwelling units per acre (du/ac) as a part of the associated Implementation Programs of the Housing Element. The Housing Element PEIR considered the development of 122 dwelling units on the project site. As a result of a citizen’s initiative passed in 2006, known as the Yorba Linda Right-to-Vote Amendment (also known as Measure B), the rezoning of the project site to R-M-30 required final approval by the Yorba Linda electorate and appeared on the June 2012 primary election ballot as part of Measure I, which was passed by the voters.

The City rezoned the 14 sites to facilitate residential development at a density level of 10 to 30 du/ac in order to help the City meet its Regional Housing Needs Assessment (RHNA) allocation. The RHNA represents the minimum number of housing units each community is required to provide through zoning, and is one of the primary threshold criteria necessary to achieve approval of the Housing Element by the California Department of Housing and Community Development. One of the five mechanisms established in the Housing Element to fulfill the City’s RHNA allocation included rezoning of the 14 selected sites. As updated in the 2011 Housing Element Addendum, rezoning these 14 sites for multifamily use would accommodate the development of up to 1,068 units<sup>1</sup>, providing sufficient sites at densities suitable to address the City’s RHNA needs for all income levels.

The PEIR focused on the proposed program actions presented in the Housing Plan of the Housing Element, which included rezoning of the 14 selected sites. The PEIR outlined a number of mitigation measures that would help reduce identified impacts, and the measures applicable to the proposed project are listed in the respective topical sections of this Addendum.

### 2.2 PROJECT LOCATION

The 4.08-acre project site is located on the northeastern corner of Yorba Linda Boulevard and Prospect Avenue, just east of North Rose Drive in the City of Yorba Linda. The City is in northeast Orange County and is approximately 20 miles from the Pacific Ocean at the base of the Chino Hills. Figures 2.1, Regional Location Map, and 2.2, Local Vicinity, show the location of the project site

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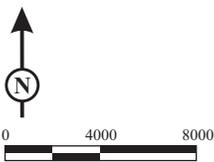
<sup>1</sup> The actual yield of the Final City of Yorba Linda 2008-2014 Housing Element includes a total potential yield of 1,027 dwelling units, however, was increased to 1,068 for analysis in the 2011 Addendum.

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FIGURE 2.1

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SOURCE: Street Map USA

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*Prospect Place Townhomes*

Regional Location Map

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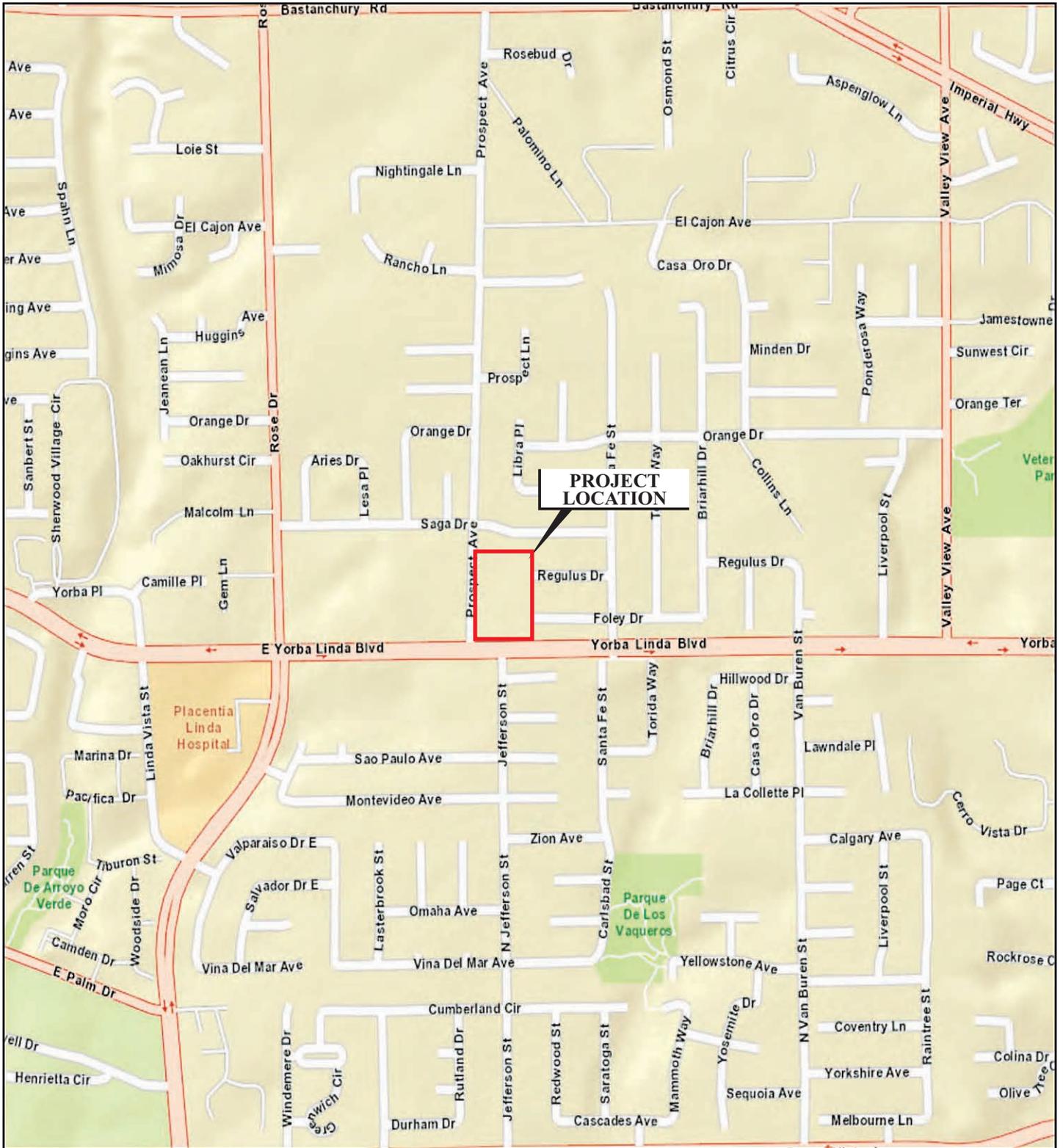
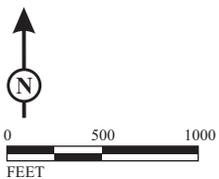


FIGURE 2.2

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Prospect Place Townhomes

Local Vicinity Map

SOURCE: Street Map USA

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within the regional and local contexts of Orange County and the City of Yorba Linda, respectively. As shown in Figure 2.1, Regional Location Map, the City is surrounded by the cities of Brea, Placentia, Anaheim, and Chino Hills and portions of Chino Hills State Park. The project site is bounded by Yorba Linda Boulevard on the south, single-family residential on the east and north, and Prospect Avenue on the west. Regional access to the project site is from State Route 90 (SR-90; Imperial Highway), approximately 1.35 miles to the east (see Figure 2.2, Local Vicinity Map). Local access to the project site is via Yorba Linda Boulevard.

## **2.3 ENVIRONMENTAL SETTING**

### **2.3.1 Existing Land Use**

Existing and surrounding land uses are shown in Figure 2.3, Existing Conditions Map, and Figure 2.4 (a-b), Existing Site Photographs. As shown in these figures, the project site is fully developed with two office buildings occupied by medical/dental businesses and their related improvements (e.g., driveways, parking areas, and ornamental landscaping). The Assessor's Parcel Map numbers are 334-273-41 and 334-273-40.

The northern structure (4900 Prospect Avenue) was constructed in 1978, and the southern structure (17021 Yorba Linda Boulevard) was constructed in 1983 as shown in Figure 2.3, Existing Conditions Map. The total gross floor area of the buildings is approximately 70,000 square feet. The buildings are centrally situated within the property and are surrounded on all sides by approximately 237 parking spaces and numerous tall pine trees. There are three existing vehicular driveways located on the southern and western edges of the site with access to Yorba Linda Boulevard and Prospect Avenue.

### **2.3.2 Surrounding Land Use**

Generally, the project site is located within an area dominated by residential land uses to the west, north, east, and southeast. Commercial land uses are situated along Yorba Linda Boulevard to the southwest and further west of the project site.

Immediately surrounding the project site, the land uses are as follows:

- **North:** Single-family residential
- **South:** Commercial (car dealership) and single-family residential
- **East:** Single-family residential
- **West:** Multifamily residential

## **2.4 PROJECT DESCRIPTION**

### **2.4.1 Site Plan**

The proposed project would include the redevelopment of the project site with 82 townhomes in 8 three-story buildings and associated parking on the 4.08-acre property. The proposed density of 20 du/ac is consistent with the Housing Element and the R-M-30 zoning designation. The proposed project would include 40 fewer units than considered in the currently adopted Housing Element and

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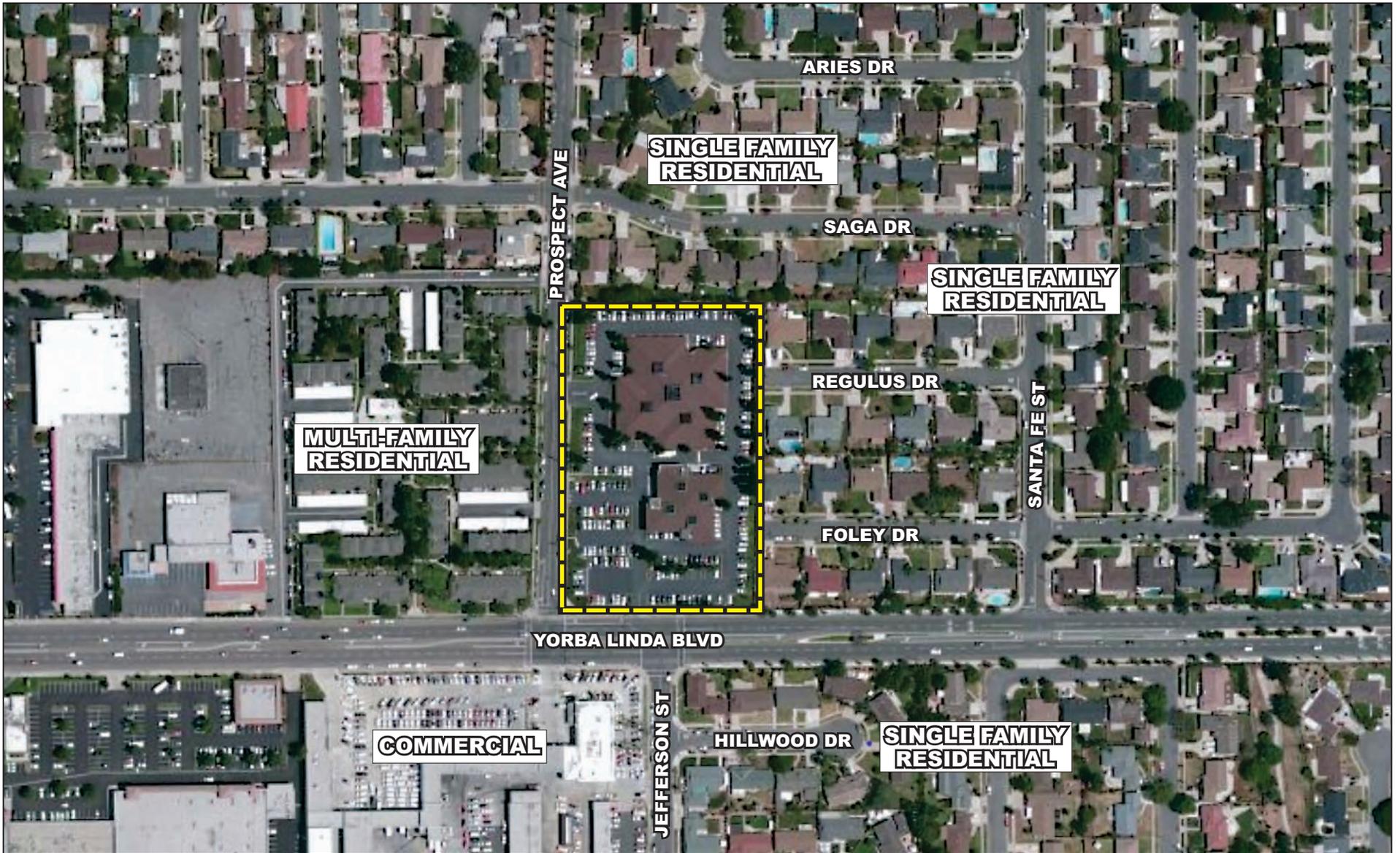
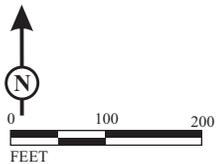


FIGURE 2.3

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LEGEND

 - Project Site



SOURCE: Google Earth

I:\CYL1301\G\Exist Cond Map.cdr (9/24/13)

*Prospect Place Townhomes*  
Existing Conditions Map

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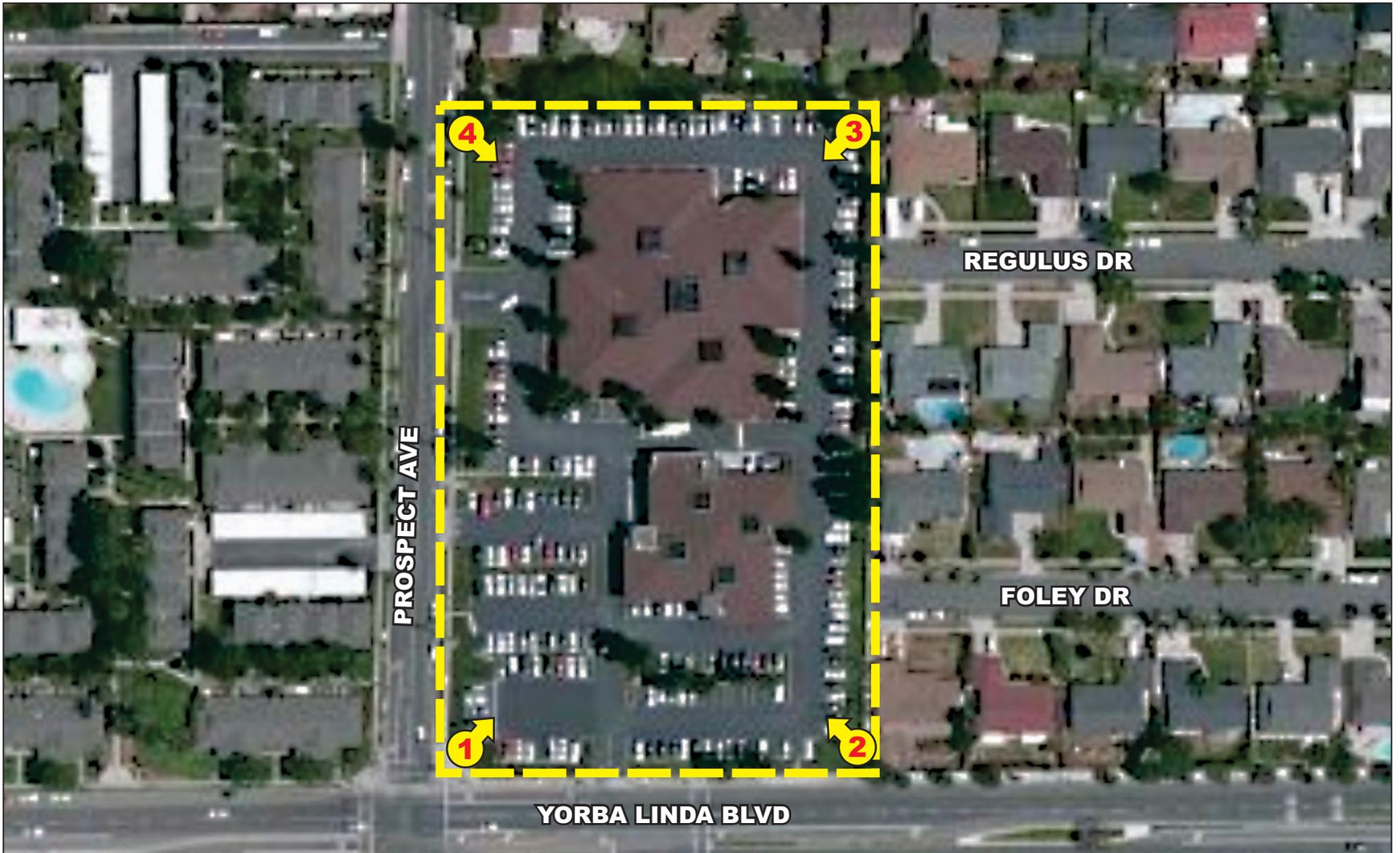


FIGURE 2.4A

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0 50 100

FEET

SOURCE: Google Earth

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LEGEND

 - Project Site

 - Key View Location

*Prospect Place Townhomes*

*Key View Location Map*

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**Key View 1:** looking northeast from the southwest corner of the project boundary.



**Key View 2:** looking northwest from the southeast corner of the project boundary.



**Key View 3:** looking southwest from the northeast corner of the project boundary.



**Key View 4:** looking southeast from the northwest corner of the project boundary.

L S A

FIGURE 2.4B

*Prospect Place Townhomes*

Key View Photos

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associated PEIR. Residential development as proposed in the project is permitted under the R-M-30 zoning designation of the project site. Demolition of the existing two medical office buildings and associated parking lot and vegetation would be required.

Project development requires approval of a tentative tract map (Vesting Tentative Tract Map 17617), approval of a conditional use permit (CUP) (CUP 2013-13) for the construction of two-story townhomes within 70 feet of adjacent single-family residences and for the construction of second floor decks, as well as the design review (Design Review 2013-08) for the architectural design and site planning of the proposed project.

As shown in Figure 2.5, Conceptual Site and Landscape Plan, the 82 units would be evenly distributed throughout the project site and consist of 8 three-story buildings with a total floor area of approximately 148,580 square feet. The buildings have a setback minimum of 50 feet from the northern and eastern property lines and 20 feet from the western and southern property lines. Landscaping, amenity areas, and parking are proposed in the setback areas. Landscaping will also be included along the perimeter of the property to provide screening and privacy from the neighboring developments to the north and east. Internal landscaping would separate the individual residential buildings.

The proposed lot coverage is approximately 42 percent, significantly lower than the 70 percent maximum allowable lot coverage in the R-M-30 zone. The project will also include approximately 53,902 square feet of open space, roughly 60 percent more than required. Additionally, 31,568 square feet of active use landscaping would be provided to allow for barbecues, play areas, hardscape, and community gathering spaces. All landscaped and common areas would be maintained by a Homeowners Association (HOA), except for private patios. Vehicular access to the project will be provided from Prospect Avenue, at the northerly end of the site.

### 2.4.2 Building Design

The proposed project development would require design review (Design Review 2013-08) for the architectural design and site planning. The units will range in size from two to four bedrooms, vary from approximately 1,280 to 2,100 square feet, and be offered in a variety of plan types, as listed in Table 3.3.A.

**Table 3.3.A: Unit Information**

Floor Plan	Type	Number of Units	Approximate Unit Square Feet	Approximate Total Square Feet
1	2 bd/2.5 ba	10	1,281	12,810
2	3 bd/2.5 ba	10	1,683	16,830
3	3 bd/3 ba	10	1,708	17,080
4	3 bd/3 ba	5	1,758	8,790
5	3 bd/4 ba	10	1,997	19,970
6	4 bd/3.5 ba	15	1,904	28,560
7	4 bd/3.5 ba	22	2,070	45,540
<b>Total</b>	--	<b>82</b>	--	<b>149,580</b>

ba = bathroom  
bd = bedroom

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### PROPOSED PLANT PALETTE

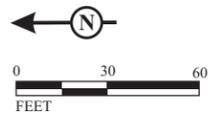
ALL PROPOSED TREES AND SHRUBS WILL BE COMPLIANT WITH CAL GREEN REQUIREMENTS FOR WATER CONSERVING AND NON-INVASIVE AS DEFINED BY IPC.

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
<b>YORBA LINDA BLVD. &amp; PROSPECT AVE. STREET TREES:</b>				
STREET TREES PROVIDED BEHIND THE SIDEWALK ON EACH STREET.				
<b>PERIMETER SCREEN TREES:</b>				
●	ROBINIA x 'PURPLE ROBE'	PURPLE ROBINIA	36" BOX	Low
●	TRISTANIA CONFERTA	BRISBANE BOX	24" BOX	Medium
<b>PALMS:</b>				
★	PHOENIX DACTYLIFERA 'MEDJOL'	DATE PALM	18" BTH	Low
★	WASHINGTONIA FILIFERA 'HYBRID'	HYBRID CA. FAN PALM	16" BTH	Low
<b>ENTRY DRIVE ACCENT TREE:</b>				
●	LAGERSTROEMIA I. HYBRID	CRAPE MYRTLE	24" BOX	Medium
●	TABEBUIA IMPETIGINOSA	PINK IPE TREE	24" BOX	Medium
<b>YORBA LINDA BLVD. and PROSPECT AVE. PARKWAY TREE</b>				
●	TRISTANIA CONFERTA	BRISBANE BOX TREE	24" BOX	Medium
<b>COMMON AREA TREES:</b>				
●	AGONIS F. 'JERVIS BAY AFTER DARK'	AGONIS	24" BOX	Medium
●	ARBUTUS 'MARINA'	STRAWBERRY TREE	24" BOX	Medium
●	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	24" BOX	Medium
●	LAGERSTROEMIA I. HYBRID	CRAPE MYRTLE	24" BOX	Medium
●	MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA	24" BOX	Medium
●	PLATANUS x A. 'BLOODGOOD'	PLANE TREE	24" BOX	Medium
●	PYRUS CALLERYANA 'CHANTICLEER'	FLOWERING PEAR	24" BOX	Medium
●	OLEA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	Low
●	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	24" BOX	Low
●	TABEBUIA IMPETIGINOSA	PINK IPE TREE	36" BOX	Medium
●	TIPUANA TIPU	TIPU TREE	24" BOX	Medium
<b>SHRUBS:</b>				
<b>LARGE SHRUBS:</b>				
●	ARBUTUS UNEDO	STRAWBERRY TREE-MULTI	5 GAL	Low
●	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	Low
●	DIETES VEGETA	FORTNIGHT LILY	5 GAL	Medium
●	FEUJA SELLOWIANA	PINEAPPLE GUAVA	5 GAL	Low
●	PITOSPORUM SPECIES	PITOSPORUM	5 GAL	Medium
●	PHOTINIA FRASERI	RED-TIPPED PHOTINIA	5 GAL	Medium
●	PHORMIUM SPECIES	NEW ZEALAND FLAX	5 GAL	Low
●	STRELITZIA REGINAE	BIRD OF PARADISE	5 GAL	Medium
<b>MEDIUM SHRUBS</b>				
●	BOUGAINVILLEA 'ROSENKA'	BOUGAINVILLEA	5 GAL	Low
●	CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL	Low
●	LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL	Medium
●	RHAPHIOLEPIS 'INDICA CLARA'	INDIA HAWTHORN	5 GAL	Medium
●	ROSA 'ICEBERG'	ICEBERG ROSE	5 GAL	Medium
<b>SMALL SHRUBS:</b>				
●	AGAPANTHUS A. 'PETER PAN'	DWARF LILY OF THE NILE	1 GAL	Medium
●	BUXUS M. 'GREEN BEAUTY'	JAPANESE BOXWOOD	1 GAL	Medium
●	CARISSA M. 'PROSTRATA'	NATAL PLUM	1 GAL	Medium
●	HEMEROCALLIS HYBRIDS	DAY LILY	1 GAL	Medium
●	PHILODENDRON 'XANADU'	DWARF PHILODENDRON	1 GAL	Medium
●	ROSEMARINUS PROSTRATUS	DWARF ROSEMARY	1 GAL	Low
●	TRACHELOSPERMUM JASMINIODES	STAR JASMINE	1 GAL	Medium
<b>GROUNDCOVERS:</b>				
■	COPROSMA X KIRKII	CREeping MIRROR PLANT	1 GAL	Low
■	MYOPORUM 'PACIFICUM'	DWARF MYOPORUM	1 GAL	Low
<b>ABOVE GROUND UTILITY HEDGE:</b>				
■	LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL	Medium
<b>SODDED TURF:</b>				
■	WATER CONSERVING TALL-TYPE FESCUE 'MEDALLION DWARF' BY PACIFIC SOD OR EQUAL			
<b>SHREDDED WOOD MULCH IN ALL SHRUB AREAS:</b>				
3" THICK MINIMUM - DARK BROWN.				

**KEY:**

■	HOMEOWNER ASSOCIATION MAINTAINED LANDSCAPE
---	ACCESSIBLE PATH OF TRAVEL

LSA



SOURCE: MJS Design Group Landscape Architects  
 I:\CYL1301\G\Concept Site\_Landscp Plan.cdr (9/25/13)

FIGURE 2.5

Prospect Place Townhomes  
 Conceptual Site and Landscape Plan

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### **2.4.3 Architectural Design**

The architectural elements and features of the proposed buildings would be designed in the Craftsman architectural style and would include design elements (e.g., roof style, window fenestration and details, and wall material) of this architectural style to be consistent with the City’s Multifamily Residential Design Guidelines. A mix of complementary earth-toned colors and a variety of materials such as El Dorado stone, fiber cement, and plaster will be used in order to make the project both visually interesting and appealing. The use of multiple residential buildings with various plane breaks will help to break up the scale and massing of the project. Figure 2.6, Conceptual Elevations and Street Renderings, illustrates the conceptual building elevations and the proposed architectural style and elements of the buildings. The building roof height is proposed to be approximately 42 feet, under the allowable 50-foot maximum height limit of the R-M-30 zoning.

### **2.4.4 Landscaping and Public Areas**

The proposed project would include a variety of trees including Brisbane box tree, Purple Robinia, Italian Cypress and Strawberry trees. Trees would be planted along the perimeter of the site, as well as in the interior between buildings and along the pedestrian and vehicle access routes. The proposed community would also include shrubs and areas of grasses and turf on site.

The irrigation system for the landscaping would consist of low-volume spray heads or bubblers connected to an automatic irrigation control system with “smart” controllers with rain sensors. The irrigation system would comply with the City’s water conservation requirements. No reclaimed water would be utilized on site.

### **2.4.5 Common Areas**

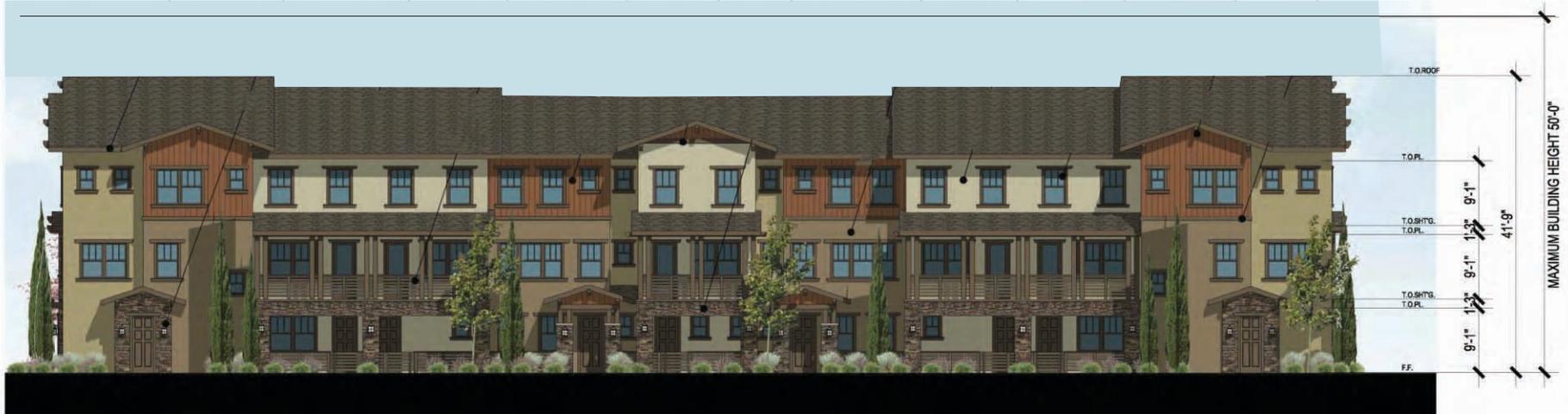
The proposed project includes two common areas to be utilized by residents for recreational and passive uses. A “Pocket Plaza” located at the southwestern corner of the project site would serve as a common area for residents to gather within the community. The common area includes a fountain as the focal point with casual outdoor furniture, dining tables, barbeques, and a two-sided outdoor gas fireplace. Additionally, a “Great Lawn” area is located along the north boundary of the project site. The area consists of barbeques, dining tables and benches, a shaded trellis, and a 4,250-square-foot grass field surrounded by trees and shrubs.

### **2.4.6 Green Building Characteristics**

The proposed project has been designed to meet sustainability goals including the California Green Building Code, Title 24 energy efficiency requirements, and Assembly Bill (AB) 1881 water efficient landscape requirement. The community would also implement a number of energy and water conservation measures and green building and Low Impact Development (LID) design features. These design features and practices are not limited to, but include:

- Natural daylight through the use of building orientation and spacing and plenty of windows
- Energy-efficient lighting and mechanical systems

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Internal Site Elevation



Elevation Fronting Yorba Linda Boulevard

L S A

FIGURE 2.6

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- Water-efficient plumbing fixtures
- Water-efficient landscaping, including the utilization of some native plant species in addition to drought-tolerant ornamental species
- Reduction of impervious surfaces as compared to existing conditions for the developed portion of the site
- Treatment of water runoff through retention in landscaped areas
- Education of homeowners and maintenance staff regarding proper irrigation and landscaping maintenance to limit water runoff

#### **2.4.7 Access, Circulation, and Parking**

Vehicles would enter and exit the project site via an unsignalized entry drive off of Prospect Avenue. This entry would be controlled by a stop sign and allow a right and left turn exiting the project site on to Prospect Avenue. As shown in Figure 2.5, the driveway would include an enhanced landscape scheme and enhanced pavement treatment. The driveway would connect to an internal private drive aisle that would loop around the project site and provide vehicular access to the residential buildings.

Four pedestrian access points are distributed along the southern and western boundaries of the project site. One sidewalk access point is located adjacent to the vehicular entry at the northwestern corner of the site, two are located at the southwestern corner of the site at the Pocket Plaza area, and one pedestrian access sidewalk is located at the southeastern corner of the project site. The existing public sidewalks along Yorba Linda Boulevard and Prospect Avenue that are adjacent to the project site would remain and continue to serve the project site and surrounding community. Entrance walkways are provided for each residential unit that fronts Yorba Linda Boulevard and Prospect Avenue. Landscape enhancements would be provided at the project boundary along the entire stretch of the sidewalk along Yorba Linda Boulevard and Prospect Avenue. The internal pedestrian walkways would include enhanced landscaping, which would be maintained by an HOA.

Twenty-five surface parking stalls, including one Americans with Disabilities Act (ADA) compliant parking space, would be provided for guest parking. Every unit would include an attached two-car garage resulting in a total of 164 residential parking spaces and an overall total of 189 parking spaces. All open parking spaces within the project are designated for temporary guest parking only and shall be available on a first-come, first-served basis to all guests and visitors.

#### **2.4.8 Infrastructure Improvements**

**Water.** The Yorba Linda Water District (YLWD) currently provides potable water service to the existing medical offices on site and would continue to provide potable water service for the uses under the proposed project. New potable water lines would be constructed on site within the proposed looped private drive and would connect to the existing water lines along Yorba Linda Boulevard and Prospect Avenue.

**Sewer.** The YLWD provides sewer service to the medical offices on site and would continue to provide sewer service for uses under the proposed project. New sewer lines would be constructed on site within the proposed looped private drive and would connect to the existing public sewer main along Yorba Linda Boulevard.

**Drainage.** The existing project site has a relatively flat topography with a majority of the site consisting of parking lot areas. Storm water runoff generally flows southeasterly and southwesterly and is carried by gutters and culverts toward two storm drain connections along Prospect Avenue and one storm drain connection along Yorba Linda Boulevard.

Under proposed conditions, the site would be split into two drainage areas. One half of the site storm water flows would be diverted to two proposed drywells located along the easterly project boundary. The remaining flows would be conveyed to the westerly boundary into two proposed drywells. The site and drainage design was created to accommodate the calculated Design Capture Volume of 9,764 cubic feet, adequately accommodating the drainage runoff from the project site. Additionally, the on-site landscaped areas would assist in minimizing the amount of runoff from the project site by maximizing permeable areas and decreasing the amount of runoff.

**Utilities and Service Systems.** Plans for utilities would include provision of electricity (Southern California Edison), natural gas (Southern California Gas Company), telecommunications facilities (including telephone and fiber-optic lines [AT&T]), cable service (Time Warner and Comcast), and solid waste (Yorba Linda Disposal Services, a subsidiary of Taormina Industries). All new utility infrastructure for electricity, natural gas, telecommunications, and cable service would be installed underground.

#### **2.4.9 Project Phasing and Construction**

Prior to construction, project implementation would require demolition of the two existing medical/dental buildings and their associated structures and improvements, and removal of a number of mature trees, shrubs, and other vegetation. Development of the proposed project is anticipated to be completed in five phases. Project construction is estimated to take approximately 36 months. The types of heavy construction equipment necessary to complete the project would include, but not be limited to, bulldozers, scrapers, grading tractors, and dump trucks. Grading soil quantities are estimated at 2,040 cubic yards of cut, with 12,120 cubic yards of imported fill required to balance and prepare the site.

### **2.5 EXISTING ZONING AND GENERAL PLAN**

The City of Yorba Linda General Plan designates the project site as R-High 30 (High Density 30 Residential). According to the City's Zoning Map, the project site is zoned R-M-30 (High Density 30 Residential).

## **3.0 OBJECTIVES AND ACTIONS**

### **3.1 PROJECT OBJECTIVES**

The specific objectives of the 2011 Housing Element and PEIR were as follows:

- Certification of the Housing Element by the State Housing and Community Development Department
- Adoption of the Yorba Linda 2008–2014 Housing Element and Implementation Programs
- Allow the City of Yorba Linda to comply with the RHNA targets

### **3.2 PREVIOUS AND PROPOSED DISCRETIONARY ACTIONS BY THE CITY OF YORBA LINDA**

The Housing Element will guide the implementation of a series of housing developments within the City of Yorba Linda. In October 2011, the City approved the Housing Element, including the following discretionary actions:

- Certification of the Housing Element PEIR
- Approval of Findings of Fact
- Adoption of a Mitigation Monitoring Reporting Program (MMRP)
- Adoption of a Statement of Overriding Considerations
- Approval of the 2011 Housing Element

As part of the proposed project, the following discretionary actions are required by the City of Yorba Linda:

- Adoption of the Tesoro Townhomes Residential Project EIR Addendum
- Approval of Tentative Tract Map 17617
- Approval of CUP 2013-13
- Design Review 2013-08

Additional approvals that have occurred for other developments identified within the Housing Element include the approval of the August 2011 Addendum to the certified PEIR for revisions to the project description and an Addendum to the certified PEIR of the Covington Townhomes Project (Site No. 11) to address site-specific potential environmental effects of the proposed project. The Covington Townhomes Addendum was prepared in August 2013 and is incorporated by reference into this Addendum to ensure consistency to the proposed project and to provide additional

information concerning the environmental setting of the proposed project. The Housing Element PEIR and two subsequent addendums are available for review at City Hall.

## **4.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS**

The following pages contain analyses of potential impacts of the proposed Tesoro Townhomes project. The potential impacts of the proposed project are compared to potential impacts for the plan analyzed in the certified Housing Element PEIR. As explained in Chapter 1.0, this comparative analysis has been undertaken pursuant to CEQA and to provide the City with a factual basis for determining whether the currently proposed Tesoro Townhomes Project (proposed project) creates changes in the previously analyzed project, changes in circumstances, or whether new information since the Housing Element PEIR was certified would require additional environmental review or preparation of a subsequent or supplemental EIR. As an addendum, the existing conditions for each section in this document are based on the detailed accounts of the existing conditions presented in the Housing Element PEIR at the time that the document was prepared. The basis for each finding is explained in the analysis that follows.

### **4.1 AESTHETICS**

#### **4.1.1 Certified Housing Element PEIR**

Aesthetics were determined by the Housing Element Initial Study (IS) to be less than significant or have no impact and were not analyzed in the Housing Element PEIR. The Housing Element IS indicated that the 14 sites that were selected for rezoning (including the project site) were characterized by urban/suburban development, and that these sites did not contain any designated State scenic highways or significant trees, rock outcroppings, or similar significant scenic resources. Additionally, the Housing Element IS stated that as subsequent infill and redevelopment residential projects occur in accordance with the Yorba Linda Housing Element and Implementation Programs, potential project-specific impacts to viewsheds could occur and should be assessed on a project-by-project basis. Therefore, the Housing Element IS determined that no significant impacts on scenic resources within a State scenic highway would occur.

The Housing Element IS indicated that implementation of the Housing Element could potentially alter existing development patterns as a result of new infill and redevelopment projects. Although the aesthetic character of the area surrounding individual development sites may change with implementation of the Housing Element, the proposed multifamily residential development standards and design guidelines (which were approved by the Yorba Linda City Council on October 4, 2011) are proposed to improve area aesthetics and would address standards and guidelines for building scale, visual character, viewsheds, architectural design, and public realm improvements. Additionally, the Housing Element IS concluded that with implementation of the multifamily residential development standards and design guidelines, implementation of the Housing Element would not result in any significant aesthetic impacts.

The Housing Element IS stated that there is potential for additional light and glare sources to be added to the 14 rezoned project sites. However, the Housing Element IS concluded that it is not

anticipated that implementation of the Housing Element would adversely affect day or nighttime views in the areas associated with individual development projects since these projects would be required to comply with City design standards and guidelines.

#### **4.1.2 Analysis of Project Changes**

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The project site is located in a mostly residential area characterized by a mix of multi and single-family homes with a commercial use located to the southwest. The project site is occupied by two medical/dental office buildings that are one and two stories. Therefore, it does not contain unique visual resources, and no historic structures exist on the property.

The Housing Element IS determined that implementation of the Housing Element, which calls for residential development on the project site, would not affect a State scenic highway area or any scenic vista. The proposed project does not alter the project boundary of the project site as considered and analyzed in the Housing Element IS. Therefore, since the proposed project is consistent with the impacts identified in the Housing Element IS, no adverse impact on scenic vistas, resources, or highways would result from the proposed project. The level of impact (less than significant) remains unchanged from that cited in the Housing Element IS.

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

**No Impact.** See response to Section 4.1.2(a), above.

The project would not substantially damage any scenic resources. Additionally, the project site is not on or near a State-designated scenic highway, according to the California Scenic Highway Mapping System of the California Department of Transportation (Caltrans 2011). Therefore, the proposed project is consistent with the impacts identified in Housing Element IS, and the level of impact (no impact) remains unchanged from that cited in the Housing Element IS.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Figure 2.5 illustrates the conceptual site design and layout of the proposed project, and Figure 2.6 illustrates the conceptual building elevations and the proposed architectural style and elements of the buildings. As previously stated, the project site is located in a mostly residential area characterized by a mix of multi and single-family homes with a commercial use located to the southwest. The Housing Element IS indicated that development and redevelopment activity within the 14 sites designated for rezoning under the Housing Element, including the project site, have the potential to

differ from adjacent uses in design and scale, resulting in potential impacts to the visual quality and character of the surrounding areas.

As shown in Figures 2.5 and 2.6, appropriately scaled development features would be provided throughout the project site through the proposed building orientation, walls and fences, building mass and scale, style, materials, and colors. Streetscape elements such as lighting and enhanced paving materials would also contribute to appropriate design features in an attempt to create a sense of cohesiveness on the site and along the project boundaries. As shown in Figure 2.6, the proposed residential buildings would be designed in a Craftsman architectural style and would be of quality design, with strong and appropriately scaled framework of architectural and landscape architectural elements and design. Additionally, the proposed landscape scheme of trees, shrubs, and groundcover is proposed to enhance the visual character of the project site and surrounding residential communities and help soften the features and massing of the proposed project's buildings and walls that would front the Yorba Linda Boulevard and the Prospect Avenue site boundaries. Development of new residential buildings, landscaping, hardscape, and other improvements on the site and along the site boundaries would provide the opportunity to strengthen the character of the surrounding area.

Project development also requires design review (Design Review 2013-08) for the architectural design and site planning of the proposed project. Furthermore, the proposed project would be required to adhere to the design guidelines outlined in the City's Multifamily Residential Design Guidelines, which regulate design, lighting, building placement, type and massing, and landscaping, etc. (City of Yorba Linda 2011). The City's Zoning Code also includes provisions that would ensure that the proposed project's site design and streetscapes are designed and implemented in a manner that would ensure cohesiveness and compatibility, not only within the project development, but along the project frontage and boundaries.

Implementation of the proposed project would also be compatible and consistent with the residential community to the west, north, and east because it would introduce residential uses in an area developed with similar uses and complements the transition to commercial areas to the south (Figure 2.3, Existing Conditions Map). Additionally, the proposed project would be consistent with the height and densities anticipated in the Housing Element and the R-M-30 zoning designation of the project site, because the site would contain 82 townhomes (40 fewer units than considered in the Housing Element IS). Therefore, the proposed project would carry out the City's goals and the intent of the City's General Plan for the site, and development of the proposed project would not have a significant impact on the existing visual character or quality of the site and its surroundings. The proposed project is consistent with the impacts identified in the Housing Element IS, and the level of impact (less than significant impact) remains unchanged from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As identified in the Housing Element PEIR, the proposed project would result in new lighting sources to provide nighttime illumination for the proposed 82 residential townhomes, looped drive aisle, parking areas, sidewalks, and common areas. Additionally, nighttime illumination would

include light sources for security and safety of pedestrians and vehicles. These new sources of nighttime lighting have the potential to increase nighttime light and glare in the project area.

The proposed project would design and install lighting in accordance with all City lighting standards and requirements, including those outlined in the City's Zoning Code, the City's standard development Conditions of Approval, and the City's Multifamily Residential Design Guidelines and would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations (CCR), which outlines mandatory provisions for lighting control devices and luminaires.

Specifically, on-site lighting would be directed toward the interior of the site and would be similar to those of surrounding land uses so as not to create impacts to motorists on adjacent roadways or on surrounding uses. Because the project site and surrounding area are largely developed, the lighting associated with improvements and structures of the proposed project would not substantially increase nighttime light and glare in the project area.

The proposed project is three stories instead of the allowable four stories and contains eight separate buildings with a variety of building materials and plane breaks. Because the proposed building materials are not highly reflective and the project does not contain large reflective wall planes to produce substantial glare, the project would not produce significant daytime or nighttime glare.

Therefore, development of the proposed project would not have a significant light and glare impact. The proposed project is consistent with the impacts identified in the Housing Element IS, and the level of impact (less than significant impact) remains unchanged from that cited in the Housing Element IS.

#### **4.1.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. Based on the proposed project, the Housing Element IS was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, no mitigation measures are required for impacts associated with Aesthetics.

## **4.2 AGRICULTURE AND FOREST RESOURCES**

### **4.2.1 Certified Housing Element PEIR**

As identified in the IS of the Housing Element PEIR, the 14 rezoned sites, including the proposed project site, are designated as "Urban and Built-up Land" by the California Farmland Mapping and Monitoring Program of the California Resources agency and, therefore, would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Also, none of the 14 rezoned sites are zoned for agricultural uses, nor would any adjacently zoned agricultural uses that could cause a conflict with potential future residential land uses on these sites conflict with any existing agriculturally zoned uses or Williamson Act contracts, or result in other changes that would require the conversion of farmland to other non-agricultural uses.

The IS also indicated there is no forest land (as defined in PRC section 12220(g)), timberland (as defined in PRC section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104 (g)) on any of the 14 rezoned sites. Therefore, the Housing Element IS concluded that no impacts to agricultural or forest resources would occur as a result of implementation of the Housing Element. This issue was not analyzed in the Housing Element PEIR, and no mitigation measures were required.

#### 4.2.2 Analysis of Project Changes

Would the proposed 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?**

**No Impact.** The proposed project would not modify or alter the boundary of the project site as considered in the Housing Element PEIR. Figure 2.3 shows an aerial of the project site and surrounding land uses and identifies the highly urbanized nature of the area. Additionally, as stated in the Housing Element IS, no farmland exists on the project site or the surrounding area, and the proposed project does not alter the project boundary of the project site as considered in the Housing Element and analyzed in the PEIR. The proposed project is consistent with the impacts identified in the Housing Element IS. Therefore, development of the proposed project would not have a significant impact on farmlands, and the level of impact (no impact) remains unchanged from the determination made in the PEIR.

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

**No Impact.** The proposed project does not alter the project boundary of the project site as considered in the Housing Element and analyzed in the PEIR, and, as identified in the Housing Element IS, the project site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. Therefore, development of the proposed project would not have a significant impact on agricultural resources. The proposed project is consistent with the impacts identified in PEIR, and the determined no impact level of significance remains unchanged from that cited in the PEIR.

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

**No Impact.** The proposed project does not alter the project boundary of the project site as considered in the Housing Element and analyzed in the PEIR, and, as identified in the Housing Element IS, the project site is not designated or zoned for forest or timber land or used for foresting. The proposed project does not create any new impacts pertaining to forest resources and is consistent with the

conclusions of the Housing Element IS. Therefore, development of the proposed project would not have a significant impact on forest land or resources. The proposed project is consistent with the impacts identified in the Housing Element PEIR, and the determined no impact level of significance remains unchanged from that cited in the Housing Element PEIR.

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

**No Impact.** See response to Section 4.2.1(c), above.

The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.

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

**No Impact.** See responses to Sections 5.2.1(a), (b), and (c), above.

The proposed project would not result in the conversion of farmland to non-agricultural use or conversion of forest-land to non-forest use.

### **4.2.3 Mitigation Measures**

The Housing Element PEIR did not recommend mitigation measures as no significant impacts were identified. Based on the proposed project, the Housing Element PEIR was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element PEIR are required. Therefore, no mitigation measures are required for impacts associated with Agriculture and Forest Resources.

## **4.3 AIR QUALITY**

### **4.3.1 Summary of Impacts Identified in the PEIR**

**Construction.** Air quality impacts would occur during construction of the Housing Element and Implementation Programs from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, (3) demolition activities, and (4) soil disturbances from grading and backfilling.

The PEIR utilized a 255-unit multifamily residential development (Site No. 4 – Bastanchury/Lakeview) as the baseline for air quality impacts because it contained the largest number of residential units from the 14 project sites. The sample project site was found to contribute to less than significant short-term construction air quality impacts after implementation of all feasible mitigation

measures because none of the criteria pollutants from project construction would exceed daily thresholds established by the South Coast Air Quality Management District (SCAQMD). However, the PEIR identified that existing residential developments are adjacent to several of the rezoned sites and, therefore, have the potential to expose people to substantial concentrations of NO<sub>2</sub> and particulate matter (particulate matter less than 10 microns in diameter [PM<sub>10</sub>] and particulate matter less than 2.5 microns in diameter [PM<sub>2.5</sub>]) emissions during earthmoving activities. Although mitigation measures were adopted to reduce the project's localized construction-related air quality impacts, it was concluded that project-related construction emissions were significant and unavoidable because of the proximity of off-site sensitive receptors to construction activities.

**Air Quality Management Plan Consistency.** The Housing Element PEIR indicated that regional operational emissions resulting from the 14 rezoned sites would occur from both area and mobile sources. Based on the analysis presented in the Housing Element PEIR, implementation of the rezoned sites would not exceed the SCAQMD regional significance thresholds, and operational emissions were considered less than significant.

**Area/Stationary Source Emissions.** All but two rezoned sites that are adjacent to State Route 91 (SR-91) were found to be located in close proximity to existing residential developments. Additionally, these sites are not located within close proximity to eight categories of potentially large sources of emissions, including: distribution yards, rail yards, ports, refineries, chrome plating facilities, perchloroethylene dry cleaners, large gasoline stations, and high traffic freeways and roads. Therefore, impacts were identified as less than significant with the exception of high-traffic freeways and roads, which are discussed under the mobile source contaminants section below.

**Mobile Source Toxic Air Contaminants.** Site Nos. 5 and 6 of the Housing Element were identified as being located within close proximity to a high-traffic freeway and, therefore, are located within the screening distance recommended by California Air Resources Board (CARB) for high-traffic freeways. As a result, impacts from mobile source toxic air contaminants were determined to be potentially significant. Mitigation Measure 5.1-4 was included to reduce impacts to sites located within 500 feet from SR-91 and State Route 57 (SR-57) to be less than significant.

**CO Hot-Spots.** Impacts related to future cumulative traffic conditions that could result in the formation of CO hot-spots were analyzed utilizing the maximum future cumulative plus project carbon monoxide (CO) concentrations for peak hour morning and evening traffic volumes using the highest traffic volumes in the traffic report associated with the proposed rezoned sites. Results of the findings indicated that the 14 rezoned sites would not result in the formation of CO hot-spots at congested intersections, and impacts would be considered less than significant.

#### 4.3.2 Analysis of Project Changes

Since the certification of the Housing Element PEIR, environmental and regulatory settings related to air quality for the proposed project have changed. The following discussion is provided to update conditions relative to development of the proposed project.

The Clean Air Act (CAA) was passed in 1963 by the United States (U.S.) Congress and has been amended several times, including on December 14, 2012, with a revision to the national annual primary PM<sub>2.5</sub> standard. Both the State of California and the federal government have established health-based Ambient Air Quality Standards (AAQS) for specific criteria air pollutants, including the revised standard for PM<sub>2.5</sub>. The most up-to-date standards are provided in Table 4.3.A.

The project site is located within the City of Yorba Linda, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the SCAQMD. Areas that meet AAQs are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Table 4.3.B summarizes the current attainment status in the Basin for the major criteria pollutants.

The most recent version of the CalEEMod model (Version 2013.2) was used to calculate the construction emissions (Appendix B) for the proposed project. The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table 4.3.C lists total construction emissions (i.e., fugitive-dust emissions and construction-equipment exhausts) that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM<sub>10</sub> emissions from construction.

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are enacted and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on local General Plans, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP. As with development anticipated for the project site under the Housing Element PEIR, the emissions resulting from the implementation of the proposed project would not be considered significant as defined by the SCAQMD CEQA Air Quality Handbook and, additionally, is consistent with the Housing Element and the City's General Plan. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP to attain the AAQS. The proposed project would not conflict or obstruct implementation of the applicable air quality plan. Since the proposed project-related emissions would be less than the originally evaluated 122-unit residential development, the proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged.

**Table 4.3.A: Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	*	0.030 ppm <sup>2</sup>	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm <sup>1</sup>	
	24 hours	0.04 ppm	0.014 ppm <sup>2</sup>	
Respirable Coarse Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind- raised dust and ocean sprays).
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Respirable Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind- raised dust and ocean sprays).
	24 hours	*	35 µg/m <sup>3</sup>	
Lead (Pb)	Monthly	1.5 µg/m <sup>3</sup>	*	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m <sup>3</sup>	
	3-Month Average	*	0.15 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> )	24 hours	25 µg/m <sup>3</sup>	*	Industrial processes.
Visibility-Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles <sup>1</sup>	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H <sub>2</sub> S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB (2013).

<sup>1</sup> When relative humidity is less than 70 percent.

<sup>2</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

\* Standard has not been established for this pollutant/duration by this entity.

µg/m<sup>3</sup> = micrograms per cubic meter

ppm = parts per million

**Table 4.3.B: Attainment Status of Criteria Pollutants in the South Coast Air Basin**

Pollutant	State	Federal
O <sub>3</sub> 1-hour	Nonattainment	N/A
O <sub>3</sub> 8-hour	Nonattainment	Extreme Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment/Maintenance
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Nonattainment	Attainment/Maintenance
Lead <sup>1</sup>	Attainment	Attainment
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB (July 2013).

<sup>1</sup> Lead is in nonattainment for the State and federal standards only in the Los Angeles County portion of the South Coast Air Basin.

CO = carbon monoxide

N/A = not applicable

NO<sub>2</sub> = nitrogen dioxide

O<sub>3</sub> = ozone

PM<sub>10</sub> = particulate matter less than 10 microns in diameter

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

**Table 4.3.C: Short-Term Regional Construction Emissions – Mitigated**

Construction Phase	Total Regional Pollutant Emissions, lbs/day								
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	CO <sub>2</sub> e
Demolition	2.3	25	30	0.054	1.4	0.24	0.27	0.23	5,600
Site Preparation	1.4	20	25	0.042	5.5	0.15	3	0.15	4,400
Grading	1.1	15	22	0.032	2.1	0.12	1	0.12	3,400
Building Construction	3.1	16	24	0.037	0.72	0.32	0.19	0.32	3,700
Architectural Coating	36	1.4	2.7	0.0047	0.13	0.015	0.036	0.015	430
Paving	0.95	9.1	15	0.021	0.22	0.08	0.059	0.08	2,200
Peak Daily	3.1	25	30	0.054	5.7		3.2		5,600
SCAQMD Thresholds	75	100	550	150	150		55		No
Significant Emissions?	No	No	No	No	No		No		Threshold

Source: LSA Associates, Inc. (September 2013).

Note: Peak daily emissions are based on the assumption that none of the phases would overlap.

CO = carbon monoxide

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

ROG = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

**Short-Term Construction Emissions.** The proposed project would include the demolition of two existing buildings and the construction of an 82-unit multifamily residential community on approximately 4 acres. The proposed project would be constructed over an approximately 36-month period. Construction air pollutant emissions are based on general construction activities: building and asphalt concrete demolition, site preparation, utility installation, grading, architectural coatings, and paving.

As shown in Table 4.3.C, above, with the construction period to accommodate the proposed project, peak day construction exhaust emissions would not exceed the thresholds of all criteria pollutants established by the SCAQMD Mitigation Measures 4.3.1 through 4.3.3 identified from the Housing Element PEIR would still be required to reduce project impacts related to construction equipment/vehicle emissions used during grading and construction periods. The mitigation measures would reduce project impacts during construction to the extent feasible. The proposed project would not result in new or more severe impacts related to grading or construction equipment/vehicle emissions or fugitive dust because construction emissions would not exceed SCAQMD's daily thresholds for criteria pollutants in the Basin and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged.

**Long-Term Operational Emissions.** Vehicular trips associated with both the Housing Element and Implementation Programs analyzed in the certified PEIR and the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. The proposed project would contribute to increased CO concentrations at intersections; however, as identified in the Housing Element PEIR, CO concentrations would not exceed federal and State standards, and no mitigation is required. The proposed project would also contribute to long-term regional air quality impacts resulting from stationary and mobile sources.

As identified in the Housing Element PEIR, emissions from the project-related mobile sources would not exceed any of the criteria pollutant thresholds established by the SCAQMD. The trip generation and distribution used to evaluate the Housing Element and Implementation Programs in the PEIR were based on a projection of 122 multifamily dwelling units for the project site. The proposed project would have a total of 82 dwelling units in 2020, which are 40 fewer dwelling units than were projected in the Housing Element and Implementation Programs. According to the Focused Traffic Assessment prepared for the proposed project (Appendix C), a total of 476 vehicle trips per day would be created and result in a reduction of 233 daily trips when compared to the 709 daily trips projected in the Housing Element PEIR, based upon a density of 122 multifamily units.

Since there are fewer residents projected for the community compared to the 2011 Housing Element and Implementation Programs, the resulting daily vehicle trips would be lower and the operational air quality emissions would be correspondingly reduced as shown in Table 4.3.D. Operational activities of the proposed project would not result in any new impacts, or increase the severity of impacts, with respect to violation of air quality standards or substantial contribution to an existing or projected air quality violation from operational activities. Therefore, the proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged.

**Table 4.3.D: 2015 Regional Operational Emissions**

Source	Pollutant Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>PEIR Project</b>						
Area Sources	3.2	0.12	10	0.00053	0.22	0.22
Energy Sources	0.057	0.49	0.21	0.0031	0.039	0.039
Mobile Sources	10	9.0	35	0.076	5.3	1.5
<b>Total Emissions</b>	<b>13</b>	<b>9.6</b>	<b>45</b>	<b>0.08</b>	<b>5.6</b>	<b>1.8</b>
<b>Proposed Project</b>						
Area Sources	2.2	0.081	6.9	0.00036	0.15	0.15
Energy Sources	0.038	0.33	0.14	0.0021	0.027	0.027
Mobile Sources	6.9	6.0	24	0.051	3.5	1.0
<b>Total Emissions</b>	<b>9.1</b>	<b>6.4</b>	<b>31</b>	<b>0.053</b>	<b>3.7</b>	<b>1.2</b>
<b>Net Change Existing to Proposed Project</b>	<b>-21</b>	<b>-18</b>	<b>-67</b>	<b>0</b>	<b>-10</b>	<b>-3</b>
<b>Net Change General Plan to Proposed Project</b>	<b>-4</b>	<b>-3</b>	<b>-14</b>	<b>0</b>	<b>-2</b>	<b>-1</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA Associates, Inc. (September 2013).

CO = carbon monoxide

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

ROCs = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

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

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.** The project would contribute criteria pollutants to the area during the period of project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add a cumulative considerable impact to the basin (SCAQMD 1993). The Housing Element PEIR concluded that, with mitigation, none of the 14 rezoned sites would result in emissions that exceed SCAQMD daily threshold values. Additionally, operational emissions associated with the proposed project are projected to be lower than the emissions identified in the Housing Element PEIR.

Therefore, with the implementation of the mitigation measures identified in the Housing Element PEIR, the proposed project would not result in a cumulative impact. The proposed project is considered consistent with the impacts identified in Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged.

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

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.**

**Construction-Related Localized Significance Analysis.** Localized significance thresholds (LSTs) are based on the California AAQS, which have been established to provide a margin of safety in the protection of the public health and welfare. The SCAQMD has issued guidance on applying CalEEMod modeling results to LST analyses.<sup>1</sup> Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to air pollutants. There are existing residential uses less than 82 feet (25 meters) from the project site.

The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table 4.3.C lists total construction emissions (i.e., fugitive-dust emissions and construction-equipment exhausts) that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM<sub>10</sub> emissions from construction.

Table 4.3.E shows that, with implementation of mitigation measures provided in the Housing Element PEIR, the pollutant emissions that would occur on the peak day of construction at the nearest residences are found to be below the SCAQMD thresholds of significance. The Housing Element PEIR identified localized construction emissions as a significant unavoidable impact due to the close proximity of existing residential to construction activities. Even with implementation of the mitigation measures, the Housing Element PEIR concluded that the construction activities associated with the rezoned sites would not result in a reduction of emissions to a less than significant level, and impacts related to exposure of sensitive receptors to substantial pollutant concentrations remained significant and unavoidable. Although the proposed project would result in fewer emissions identified in the Housing Element PEIR, the project site is located adjacent to existing residential uses and, therefore, is considered consistent with the impacts that are identified in the Housing Element PEIR. The significant and unavoidable level of impact identified in the Housing Element PEIR remains unchanged.

**Area and Stationary Source Emissions.** Examples of area and stationary source emissions include the combustion of natural gas, architectural coating, and other consumer products. Architectural coatings are the only identified source of emissions from the proposed project that have the potential to impact local sensitive receptors. Architectural coatings contain volatile organic compounds (VOCs) that are similar to reactive organic compounds (ROCs) and are part of the ozone (O<sub>3</sub>) precursors. Based on the proposed project, it is estimated that application of the

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<sup>1</sup> From the South Coast Air Quality Management District website, [www.aqmd.gov/ceqa/handbook/lst/CalEEModguidance.pdf](http://www.aqmd.gov/ceqa/handbook/lst/CalEEModguidance.pdf).

**Table 4.3.E: Construction LST Impacts**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-site Emissions (PEIR Project)	40	45	16	5
On-site Emissions (Proposed Project with Mitigation)	19	25	5.4	3.0
<b>Net Change</b>	<b>-21</b>	<b>-20</b>	<b>-10.6</b>	<b>-2</b>
<b>LST Thresholds</b>	<b>221</b>	<b>1,311</b>	<b>11</b>	<b>6.0</b>
<b>Significant Emissions?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA Associates, Inc. (September 2013).

Note: SRA: North Orange County, 5 acres, 82-foot distance

CO = carbon monoxide

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

lbs/day = pounds per day

PM<sub>10</sub> = particulate matter less than 10 microns in size

LST = local significance threshold

SRA = Source Receptor Area

NO<sub>x</sub> = nitrogen oxides

architectural coatings for the proposed peak construction day will result in a peak of 36 pounds per day (lbs/day) of VOCs. Therefore, this VOC emission will not exceed the SCAQMD VOC threshold of 75 lbs/day, and the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The proposed project would result in fewer emissions than evaluated in the Housing Element PEIR and, therefore, is considered consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged.

**Local CO Hot-Spot Analysis.** Localized air quality impacts could occur when emissions increase from vehicular traffic as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct result of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (residents, school children, the elderly, and hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Ambient CO levels monitored in Orange County showed a second highest recorded 1-hour concentration of 3.4 parts per million (ppm) (State standard is 20 ppm) and a second highest 8-hour concentration of 2.3 ppm (State standard is 9 ppm) during the past 3 years.

The project would result in a maximum of 476 vehicular trips per day. Given the extremely low level of CO concentrations in the project area, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Therefore, modeling the CO hot-spot analysis is not warranted. Additionally, the Housing Element PEIR concluded that none of the 14 rezoned sites would contribute to CO concentrations and, therefore, the proposed project which reduces the average daily trips by approximately 233

daily vehicular trips, would have incrementally fewer impacts and reduce the potential for traffic-related CO concentrations. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. The proposed project is considered consistent with the impacts identified in Housing Element PEIR, and the less than significant level of impact identified in the PEIR remains unchanged.

**Mobile Sources of Toxic Air Contaminants.** The Housing Element PEIR identified that mobile sources emit toxic air contaminants, which are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health. CARB has determined that health effects are generally elevated near heavily traveled roadways. CARB's Air Quality and Land Use Handbook, recommends that lead agencies, where possible, avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

The Housing Element PEIR concluded that impacts would be potentially significant with respect to mobile source toxic air contaminants at Site Nos. 5 and 6 due to their location to SR-91. However, the proposed project, which is Site No. 3, is located approximately 2.5 miles from the closest freeway and would not be subject to the potential impacts related to mobile sources of toxic air contaminants. Therefore, the proposed project would not expose sensitive receptors to substantial toxic pollutant concentrations and impacts related to this issue would remain less than significant as identified for this site in the Housing Element PEIR. The proposed project is considered consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact identified in the Housing Element PEIR remains unchanged for the proposed project.

**e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impacts /No Changes or New Information Requiring Preparation of an EIR.** Heavy-duty equipment in the project area during construction would emit odors. However, construction activity would cease to occur after construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed residential uses are not anticipated to emit any objectionable odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people. The proposed project is considered consistent with the impacts identified in the Housing Element PEIR, and the less than significant impact level identified in the PEIR remains unchanged for the proposed project.

### 4.3.3 Mitigation Measures

The following mitigation measures were taken directly from the Housing Element PEIR because they apply directly to, and will be implemented for, the proposed project. The mitigation measures have been refined and supplemented to reflect updated technical practices and levels of detail included in CEQA documentation. Modifications to the original mitigation measures are identified in **bold underline** to signify additions; however, any modification or addition would not create new impacts or new information that would require the preparation of an EIR.

**MM 5.1-1** Prior to implementing project approval, applicants for implementing projects shall develop a Construction Traffic Emission Management Plan to minimize emissions from vehicles. At a minimum, the Plan shall require the following:

- Configuration of construction parking to minimize traffic interference.
- Provision of temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provision of dedicated turn lanes for movement of construction trucks and equipment on and off site.
- Rerouting of construction trucks away from congested streets or sensitive receptor areas.
- Improvement of traffic flow by signal synchronization.

**MM 5.1-2** Prior to grading permit issuance, applicants for implementing projects shall develop a Construction Emission Management Plan to minimize construction-related emissions. At a minimum, the Plan shall require the following:

- Suspension of the use of all construction equipment during first-stage smog alerts.
- Suspension of all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- January 1, 2012 through December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with the best available control technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve

emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- **The construction contractor shall ensure that during the site preparation phase (clearing vegetation and other materials prior to grading), that the construction equipment hp shall not exceed 607 hp total for all construction equipment on site. Level 1 Diesel Particulate filters shall be installed on the construction equipment to reduce particulate matter less than 10 microns in diameter (PM<sub>10</sub>) emissions from site preparation. This requirement shall be specified in the construction bid, noted on all construction management plans, and verified by the City of Yorba Linda during the site preparation phase.**
- Use of electric welders to avoid emissions from gas or diesel welders, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible.
- Use of electricity or alternate fuels for on-site mobile equipment instead of diesel equipment, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible.
- Use of on-site electricity or alternative fuels rather than diesel-powered or gasoline-powered generators, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible.
- Maintenance of construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
- Minimization of idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum.
- Minimization of the hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time.
- Application of water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, and active construction areas.
- Application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more) or replace ground cover as quickly as possible (within 10 days after complete grading of an area or other soil disturbance activities, and the area is not used as an unpaved roadway).
- Install wheel washers or shaker plates to minimize dirt track out and dust generation where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.

- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered.
- Sweeping of streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).

**MM 5.1-3** Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.

Mitigation Measure 5.1-4 is not applicable to the proposed project and is, therefore, not included.

## 4.4 BIOLOGICAL RESOURCES

### 4.4.1 Summary of Impacts Identified in the PEIR

Biological resources were determined by the Housing Element IS to be less than significant or have no impact and were not analyzed in the Housing Element PEIR. As stated in the Housing Element IS, none of the 14 rezoned sites contained any sensitive natural resources and did not contain and were not near any identified wildlife movement corridors. Additionally, there were no federally protected wetlands on any of the potential rezoned sites and the City's General Plan Recreation and Resources Element (Exhibit RR-4, Sensitive Natural Resources) indicated that these rezoned sites were not within or near any known riparian habitat or natural vegetation areas. All 14 rezoned sites associated with the Housing Element were urbanized development and vacant, disturbed parcels and were surrounded by urbanized uses. The Housing Element IS concluded that the redevelopment of the 14 rezoned sites would not have any impacts on biological resources because it is unlikely that native habitat, sensitive plant or wildlife species, or wildlife corridors could be supported on any of the sites.

The City does not have any local policies or ordinances regarding biological resources. However, the City requires a tree removal permit that applies to activities on vacant or City-owned properties. Removal of any trees on vacant or City-owned properties would have to comply with the tree removal process.

The Housing Element IS indicated that there are no adopted habitat conservation plans, natural community conservation plans, or any other local, regional, or State habitat conservation plans that included the 14 rezoned sites and, therefore, no impacts would occur.

### 4.4.2 Analysis of Project Changes

The analysis in this section is based partly on the Tree Study prepared for the proposed project (Arbogate Consulting, Inc. 2013), which is included as Appendix D.

Would the proposed project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans,**

**policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** At the time the Housing Element IS was written, the project site contained ornamental vegetation related to the landscaping of the existing medical/dental buildings. The project surroundings are also fully developed and highly urbanized. No natural biological resources or communities or wildlife movement corridors existed on or in the vicinity of the project site. There are no federally protected wetlands on site or within proximity of the project site and Exhibit RR-4, Sensitive Natural Resources, of the City's General Plan Recreation and Resources Element indicates that the project site is not within or near any known riparian habitat or natural vegetation areas. Additionally, the proposed project would also occur within the same development area considered in the Housing Element IS, which determined that no impacts to biological resources would occur. Therefore, the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, as sensitive, or as a special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). The proposed project is consistent with no impact levels of significance identified in the Housing Element IS and would remain unchanged from those findings.

**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?**

**No Impact.** See response to Section 4.4.2(a), above.

The proposed project would not 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 CDFW or the USFWS.

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

**No Impact.** See response to Section 4.4.2(a), above.

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

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

**No Impact.** See response to Section 4.4.2(a), above.

Additionally, as a condition of approval, the City requires that project applicants comply with the Migratory Bird Treaty Act of 1918 (MBTA). The MBTA implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The USFWS administers permits to take migratory birds in accordance with the MBTA. The proposed project would comply by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding and nesting season, appropriate measures would be taken to avoid impacts to nesting birds, if any are found. With adherence to the MBTA requirements, the no impact level of significance identified in the Housing Element IS would remain unchanged and, therefore, the proposed project is consistent with the impacts identified in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As previously stated, even though the City does not have any local policies or ordinances regarding biological resources, a tree removal permit is required for development activities on vacant or City-owned properties (Chapter 16.08 [Tree Preservation] of the City's Municipal Code). The proposed project would include the removal of several mature nonnative ornamental trees on site. However, the project site is fully developed private property; therefore, the provisions of Chapter 16.08 would only apply to four Indian laurel street trees located on City-owned property along Prospect Avenue.

A Tree Preservation Report was prepared by a licensed arborist from Arborgate Consulting, Inc. for the entire project site (see Appendix D). The report documented the health and condition of the existing and surrounding trees and the potential for preservation or removal. All trees on the project site were documented and are listed and described in detail in the report.

The report indicated all the healthy trees on the site have grown too large for the development as planned and that some trees cannot be moved successfully. A fair number of the trees appear to have severe root defects and some plants are infected with Xylella and are dying. The report concluded that there are no known historically significant or endangered tree species on the project site and, in review of the site plans, none of the on-site trees contain value in any present or future landscape. The City street trees along Prospect Avenue are recommended for removal and replacement because the trees are under existing power/telephone wires and are located in small sidewalk cutouts that restrict their useful life expectancy. Therefore, preservation of the majority of the existing trees would be impractical, and impacts due to removal of existing trees on site would be less than significant.

Pursuant to the City's requirements, the following measures (which are also included in the Tree Preservation Report) will be conducted during grading and construction activities along the western and southern boundaries: (1) where feasible, off-site trees that would be impacted shall be protected in place, (2) a distance of five times the trunk diameter shall be maintained from impacted trees, (3) the use of a properly installed root barrier or deep moisture barrier will help keep roots from

trespassing onto the project site. Compliance with City requirements would ensure impacts are minimized and impacts are less than significant.

As indicated in the Housing Element IS, removal of the four City street trees along Prospect Avenue would require a tree removal permit. Compliance with the Chapter 16.08 (Tree Preservation) of the City's Municipal Code would ensure the proposed project would be consistent with the less than significant impacts identified in the Housing Element IS.

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

**No Impact.** The proposed project would occur within the same development area considered in the Housing Element PEIR. Additionally, as previously stated, there are no adopted habitat conservation plans, natural community conservation plans, or any other local, regional, or State habitat conservation plans that include the proposed project site. Therefore, the proposed project is consistent with the impacts identified in the Housing Element IS, and the no impact level of significance remains unchanged.

#### **4.4.3 Mitigation Measures**

The Housing Element IS did not recommend biological mitigation measures as no significant impacts were identified. The Housing Element IS was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, consistent with the Housing Element PEIR, no mitigation measures are required for project impacts associated with Biological Resources.

## **4.5 CULTURAL RESOURCES**

### **4.5.1 Summary of Impacts Identified in the PEIR**

As stated in the Housing Element PEIR, implementation of the Housing Element has the potential to cause substantial adverse change in historical resources as a result of demolition activities that could occur on the 14 rezoned sites. However, the PEIR concluded that impacts related to historic resources on the 14 rezoned sites would not be significant, since none of the buildings on these sites met the criteria for eligibility under the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register).

It was determined in the Housing Element PEIR that there are no known archaeological or paleontological resources within the 14 rezoned sites associated with the Housing Element because the sites are either presently developed or heavily disturbed. However, it is possible, depending on the depth of future excavation activities, that unknown or unrecorded archeological or paleontological resources may be uncovered during subsequent development/redevelopment and construction activities. Compliance with City Standard Condition Planning No. 06, which requires that unknown archeological and paleontological resources be adequately addressed, would ensure that impacts to such resources, if any are encountered, would be less than significant. Additionally, although the

potential for encountering human remains is considered unlikely, compliance with State Health and Safety Code (HSC) Section 7050.5 and PRC Section 5097.98 would ensure that any unknown human remains discovered during construction activities for subsequent development/redevelopment on any of the 14 rezoned sites would be adequately addressed.

#### 4.5.2 Analysis of Project Changes

According to the Housing Element PEIR, no cultural resource records searches have been conducted for the project site in the last 5 years. Subsequently, LSA Associates, Inc. (LSA) conducted a site-specific archaeological and historical records review and literature search (Appendix E) through the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) located at California State University, Fullerton. The SCCIC houses the pertinent archaeological site and survey information necessary to determine whether previously recorded cultural resources exist within the proposed project boundaries. The objectives of this archival research were to: (1) establish the status and extent of previously recorded sites, surveys, and excavations within the project area; and (2) note what types of sites might be expected to occur within the proposed project area based on the existing data from archaeological sites within 0.5 mile of the project area. All pertinent references were reviewed and all information was summarized in a report of findings and was used, in part, to conduct the analysis for this section.

Would the proposed project:

**a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As concluded in the Housing Element PEIR and the historical records review and literature search conducted for this project site, Yorba Linda Boulevard and Prospect Avenue both existed by 1942, and two buildings (likely a family farm) were located in the project area along the north side of Yorba Linda Boulevard. The area at the time was nearly all agricultural. Aerial photographs show that the farm house buildings existed until sometime between 1972 and 1980, when they were demolished. By 1980, the building at 4900 Prospect Avenue had been constructed and the southern portion of the project area was an empty lot. By 2003, the building at 17021 Yorba Linda Boulevard had also been constructed. Building records indicate that the buildings at 4900 Prospect Avenue and 17021 Yorba Linda Boulevard were constructed about 1979 and 1982, respectively.

Additionally, a review of the Directory of Properties in the Historic Property Data File identified three listed residences within 0.5 mile of the current project area. Two of the residences are described as appearing eligible for listing in the National Register as individual properties through survey evaluation, while the third property is eligible for local listing or designation. However, none of these structures are located on or adjacent to the proposed project site and no historical resources have been identified on the project site. Therefore, no new impacts on historic resources would occur as a result of the proposed project, and the less than significant level of impact previously determined by the Housing Element PEIR remains unchanged.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** According to the records search conducted for this project site, no prehistoric or historic resources were identified as being present within the project area boundaries. Since the project site and surrounding area are developed and in an urbanized area of the City, they are not recognized as an area with the potential for subsurface archeological or paleontological resources. Additionally, the proposed project does not alter the project boundary of the project site as considered and analyzed in the PEIR. Therefore, as with the residential development that was considered for the project site as a part of the Housing Element PEIR, the likelihood for the discovery of archeological or paleontological resources or the impact to such resources is considered less than significant with development of the proposed project.

The possibility exists that unknown or unrecorded archeological or paleontological resources may be uncovered during construction of the proposed project depending on the depth of excavation activities associated with project development. As stated in the PEIR, compliance with City Standard Condition Planning No. 06, which requires that unknown archeological and paleontological resources be adequately addressed, would ensure that impacts to such resources, if any are encountered, would not occur.

No new impacts on archeological or paleontological resources would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element PEIR, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element PEIR.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.5.2(a), above.

Additionally, there are no unique geological features on site or adjacent to or surrounding the project site and the proposed project development would not destroy any unique geological features. No new impacts on paleontological or unique geologic features or resources would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element PEIR, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element PEIR.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** According to the records search conducted for this project site, no historic resources were identified as being present within the project area boundaries. Since the project site and surrounding

area are developed and in an urbanized area of the City, they are not recognized as an area with the potential for the discovery of human remains.

However, if human remains are encountered during grading or construction activities, State HSC Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Consistent with the evaluation of the proposed residential development presented in the Housing Element PEIR, the proposed project would be required to adhere to existing laws regarding the discovery of human remains, and no significant impact to human remains would occur. Therefore, the proposed project is consistent with the impacts identified in the PEIR, and the identified less than significant level of impact remains unchanged.

### **4.5.3 Mitigation Measures**

The Housing Element PEIR did not recommend mitigation measures as no significant impacts were identified. The Housing Element PEIR was reviewed to determine whether or not changes associated with the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element PEIR are required. Therefore, consistent with the PEIR, no mitigation measures are required for impacts associated with Cultural Resources.

## **4.6 GEOLOGY AND SOILS**

### **4.6.1 Certified Housing Element PEIR**

The rezoned sites addressed in the Housing Element IS were located within the seismically active Southern California region, where seismic ground shaking is likely to occur. The Whittier Fault Special Studies Zone in the foothills to the northeast of the City's downtown area is the nearest known active fault. However, as stated in the Housing Element IS, none of the 14 rezoned sites associated with the Housing Element were within a designated Alquist-Priolo Fault Zone. Site-specific geologic and soil engineering investigations were required for any subsequent infill development/redevelopment in accordance with seismic standards of the International Building Code (IBC). Implementation of IBC standards would ensure less than significant impacts related to seismic hazards.

Subsequent development under the Housing Element PEIR is not anticipated to alter the level of risk associated with potential seismic-related ground failure or liquefaction that presently exists in the rezoned sites because, as shown in Exhibit S-I, Public Safety Map, of the City's General Plan Public Safety Element, none of the 14 rezoned sites were in or near liquefaction action/subsidence areas. Additionally, as noted above, site-specific geologic and soil engineering investigations were required for any subsequent infill development/redevelopment.

Exhibit S-I, Public Safety Map, of the City's General Plan Public Safety Element, showed that none of the rezoned sites were within or near a landslide area. Additionally, as stated in the Housing Element IS, the terrain of the 14 rezoned sites was relatively level, and no landslides were known to exist on any of these sites.

The Housing Element IS did indicate that soil erosion could occur during subsequent construction and site preparation associated with future infill development/redevelopment of the 14 rezoned sites. However, as previously stated, site-specific geologic and soil engineering investigations would be required for any subsequent infill development/redevelopment in accordance with seismic standards of the IBC. Additionally, any impacts associated with waterborne or airborne soil erosion would be reduced from required compliance with standard erosion control measures outlined in the City's Municipal Code (Sections 14.40.090 and 15.40.510). Other measures may also be identified in subsequent site-specific geologic and soil engineering investigations required for future development of the rezoned sites.

All of the 14 rezoned sites would be connected to the municipal wastewater facilities and would not require the use of septic tanks or alternative wastewater disposal systems.

The Housing Element IS concluded that no impacts to geology and soils would occur as a result of implementation of the Housing Element. This issue was not analyzed in the Housing Element PEIR, and no mitigation measures were required. The analysis below is provided to ensure compliance with the conclusions made in the Housing Element IS. The analysis in this section is based partly on the geotechnical investigation report prepared for the proposed project, which is included as Appendix F to this Addendum.

#### 4.6.2 Analysis of Project Changes

Would the proposed project:

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

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The nearest known fault is the Whittier Fault, which is approximately 2.4 miles north of the project site. Due to its prominence and level of activity, this fault is included within the boundaries of an Alquist-Priolo Earthquake Fault Zone. However, as stated in the Housing Element IS, the project site is not within an Alquist-Priolo Earthquake Fault Zone. If movement were to occur on the Whittier Fault, the project site could be exposed to strong ground shaking, and because the project site is in a seismically active region, occasional seismic ground shaking is likely to occur within the lifetime of the proposed development.

However, the 2010 California Building Code (CBC; CCR, Title 24, Part 2) contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. As indicated in the Housing Element IS, the proposed project would be required to adhere to the provisions of the CBC, which would reduce hazards from fault ruptures and strong seismic ground shaking and fault ruptures. Therefore, no new seismic-related impacts would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element IS.

**ii) Strong seismic ground shaking?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.6.2(a)i, above.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The geotechnical investigation report, prepared by Petra Geotechnical, Inc. (Appendix F) concluded that according to their review of the Seismic Hazard Evaluation Report for the United States Geological Survey (USGS) *Yorba Linda, California 7.5-minute quadrangle*, the subject property does not lie within the boundaries of a designated liquefaction hazard zone. Additionally, as indicated in the Housing Element IS and shown in Exhibit S-I, Public Safety Map, of the City's General Plan Public Safety Element, the project site is not in or near a liquefaction action/subsidence area.

Furthermore, the grading plans and construction-level geotechnical reports are required to be submitted to, reviewed, and approved by the City prior to the commencement of any grading activities in accordance with Chapter 15.40 (Grading) and Chapter 15.04 (Building Code), respectively, of the City's Municipal Code. Submittal of these technical plans and studies would ensure that hazards arising from liquefaction and other seismic ground failure would not occur, since they would be prepared in accordance with current grading and engineering standards outlined in the most current CBC. Therefore, no new impacts related to liquefaction would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element IS.

**iv) Landslides?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The geotechnical investigation report, prepared by Petra Geotechnical, Inc. (Appendix F), concluded that given the relatively level topography that characterizes the project site and adjacent areas, the site has not been included within a designated landslide hazard zone. Additionally, as shown in Exhibit S-I, Public Safety Map, of the City's General Plan Public Safety Element, the project site is not within or near a landslide area. Therefore, no new impacts related to landslides would occur as a result of the proposed project that have not already been

identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Typical activities that would disturb soil and leave exposed soil include excavation and grading, which, when combined with water, wind, and soil being tracked off site by vehicles, could lead to soil erosion. However, development of the project site would be required to comply with standard local and State regulations, including SCAQMD Rules 402 and 403, as a way to reduce construction erosion impacts. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source.

Additionally, the proposed project would be required to comply with the City's grading standards and erosion control measures, as provided in Chapter 15.40 (Grading) of the City's Municipal Code. Geotechnical reports and grading plans would also be required to be submitted to and reviewed and approved by the City prior to the commencement of any grading activities.

The proposed improvements at the project site would be subject to NPDES permitting regulations, including the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Furthermore, the proposed project would be required to comply with the Construction General Permit (CGP; Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board (SWRCB), effective July 17, 2012, which regulates construction activities to minimize water pollution, including sediment. Because the proposed project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP, as well as adhere to the BMPs in the SWPPP, soil erosion from project-related grading and construction activities would be reduced, prevented, or minimized.

After project completion, the project site would be fully developed and landscaped and would not contain exposed soil. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low.

With adherence to these codes and regulations, soil erosion impacts associated with the proposed project would be consistent with the impacts identified in Housing Element IS, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element IS.

**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.**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Secondary effects of seismic activity that can occur as a consequence of severe ground shaking include landsliding, lateral spreading, ground subsidence, ground lurching, shallow ground rupture,

liquefaction, soil strength loss, and collapse. Hazards from liquefaction are addressed above in Section 4.6.2(a)(iii), and landslide hazards in Section 4.6.2(a)(iv).

According to the geotechnical investigation report prepared by Petra Geotechnical, Inc., the site and surrounding areas are underlain by Quaternary-age terrace deposits with localized deposits of artificial fill (1 to 3 feet at the project site) occurring where natural grades have been raised as a part of urbanization and development. Additionally, based on information in the Seismic Hazard Zone Report for the Yorba Linda quadrangle published by the California Geological Survey, the project site is located within an area where the historical highest groundwater depth is typically greater than 30 feet below the existing ground surface. Soil borings for the project site did not encounter water at the maximum drilling depth of 51.5 feet. Given the age and degree of consolidation of the native terrace deposit soils beneath the project site and the absence of shallow groundwater, none of the secondary seismic effects listed above would be considered potential hazards at the project site.

Furthermore, the grading plans and construction-level geotechnical reports are required to be submitted to, reviewed, and approved by the City prior to the commencement of any grading activities in accordance with Chapter 15.40 (Grading) and Chapter 15.04 (Building Code), respectively, of the City's Municipal Code. Submittal of these technical plans and studies would ensure that hazards arising from unstable soils and other seismic ground failure would not occur, since they would be prepared in accordance with current grading and engineering standards outlined in the most current CBC. Furthermore, the required implementation of the recommendations provided in the preliminary geotechnical investigation report (see Appendix F) would be ensured through the City's development review and building plan check process, and would be added as a condition of project approval.

Therefore, no new impacts related to unstable soils including on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**d) Be located on expansive soil, as defined in Table 19-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Based on soil testing performed by Petra Geotechnical, Inc., the near-surface soils on site are generally sandy clay, indicating an expansion potential to be in the moderate range. Special measures for expansive soils provided in the geotechnical investigation report would be required in the foundation design of the proposed residences. The required implementation of the recommendations provided in the preliminary geotechnical investigation report (see Appendix F) would be ensured through the City's development review and building plan check process, and would be added as a condition of project approval.

Therefore, no new impacts related to expansive soils would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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 proposed project would require connection to existing sewer mainlines and service lines currently available at the project boundaries. As indicated in the Housing Element IS, no septic tanks or alternative wastewater disposal systems are proposed for the proposed project. Therefore, no new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

#### **4.6.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. The Housing Element IS was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, similar to the Housing Element IS, no mitigation measures are required for project impacts associated with geology and soils.

### **4.7 GREENHOUSE GAS EMISSIONS**

#### **4.7.1 Certified Housing Element PEIR**

**Greenhouse Gas Emissions (GHG).** SCAQMD has a proposed efficiency target of 6.6 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e) for program-level environmental review. The Housing Element PEIR concluded that GHG emissions generated by construction and operational activities associated with future development under the Housing Element would be approximately 5.0 MTCO<sub>2</sub>e per service population (without AB 32 reductions). This is less than the draft SCAQMD threshold of 6.6 MTCO<sub>2</sub>e per service population. Therefore, the Housing Element PEIR concluded that emissions related to the implementation of the Housing Element would not result in a significant cumulative GHG impact.

**Consistency GHG Reduction Plans, Policies, and Regulations.** The PEIR found that adoption of the Housing Element would not conflict with the Southern California Association of Government's (SCAG) ability to achieve the draft reduction targets under Senate Bill 375 (SB 375). The project was also found to be generally consistent with the goals of AB 32 and generally compliant with the applicable Attorney General Office's strategies. The PEIR identified policies within the Housing Element that would be consistent with SCAQMD's recommendations to address and reduce the potential for air quality impacts. It concluded that the Housing Element would be consistent with SCAQMD's recommendations, and impacts were concluded to be less than significant.

#### **4.7.2 Analysis of Project Changes**

**Changes in Environmental or Regulatory Settings.** The environmental and regulatory settings for the proposed project have changed since the certification of the PEIR. The following discussion is provided to update regulatory conditions relative to development of the proposed project.

**SB 375 – Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).** SB 375 requires the metropolitan planning organizations (MPOs) to prepare an SCS in their regional transportation plan. SCAG is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG’s targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035. For the SCAG region, the RTP/SCS was adopted in April 2012 (SCAG 2012). SCAG’s RTP/SCS integrates the Orange County SCS prepared by the Orange County Transportation Authority (subregional SCS). The SCS is meant to set forth a development pattern for the region and provide growth strategies that, when integrated with the transportation network and other transportation measures and policies, will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

**South Coast Air Quality Management District.** SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. SCAQMD’s significance thresholds were updated since the GHG analysis was conducted for the PEIR. As a result of the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1:** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2:** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project’s geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a screening-level threshold of 3,000 MTCO<sub>2</sub>e annually for all land use types or the following land-use-specific thresholds: 1,400 MTCO<sub>2</sub>e for commercial projects, 3,500 MTCO<sub>2</sub>e for residential projects, or 3,000 MTCO<sub>2</sub>e for mixed-use projects. This bright-line threshold is based on a review of the Governor’s Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

- **Tier 3:** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- **Tier 4:** If emissions exceed the screening threshold, a more detailed review of the project’s GHG emissions is warranted.

SCAQMD has proposed to adopt an efficiency target for projects that exceed the screening threshold. The current recommended approach is per capita efficiency targets. SCAQMD is not recommending use of a percent emissions reduction target. Instead, SCAQMD proposes a 2020 efficiency target of 4.8 MTCO<sub>2</sub>e per year per service population (MTCO<sub>2</sub>e/year/SP) for project-level analyses and 6.6 MTCO<sub>2</sub>e/year/SP for plan level projects (e.g., program-level projects such as general plans). The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan. For the purpose of this project, SCAQMD's updated project-level thresholds are used. If projects exceed these per capita efficiency targets, GHG emissions would be considered potentially significant in the absence of mitigation measures.

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly because global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. Therefore, the issue of global climate change is, by definition, a cumulative environmental impact.

The Housing Element PEIR in its findings concluded that adoption of the Housing Element would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Therefore, as one development out of the 14 analyzed, the proposed project would not generate the amount of GHG emissions needed to exceed the SCAQMD's proposed GHG project level significance threshold. Furthermore, the proposed project would decrease the number of residential units by 40 dwelling units compared to the residential development included in the analysis for the Housing Element PEIR and would result in a decrease in direct and indirect GHG emissions from transportation sources, water use, wastewater generation, and solid waste disposal as compared to the Housing Element PEIR project on the same site. Therefore, the proposed project would result in a reduction in GHG emissions from operational sources. Therefore, no new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element PEIR.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** CARB's Scoping Plan is California's GHG reduction strategy to achieve the State's GHG emissions reduction target established by AB 32, which is to achieve 1990 levels by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the State as a whole would be required to reduce GHG emissions by

28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered within the 2008 Scoping Plan baseline inventory. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the corporate average fuel economy (CAFE) standards, and other early action measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. The proposed project reflects a decrease in units compared to the Housing Element PEIR and subsequently a reduction in emissions and, therefore, similar to the conclusions in the PEIR, would not have the potential to conflict with CARB's Scoping Plan.

In addition to AB 32, the California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. For the SCAG region, the SCS was adopted in April 2012 (SCAG 2012). As with the residential development that was considered for the project site as a part of the Housing Element PEIR, the proposed project would be consistent with the City's General Plan land use and zoning designations for the site because it reflects a reduction in density from the projections in the Housing Element PEIR and, therefore, is consistent with the RTP/SCS. The proposed project would not have the potential to interfere with the State of California's or SCAG's ability to achieve GHG reduction goals and strategies.

The PEIR concluded that policies within the Housing Element would be consistent with SCAQMD's recommendations to address and reduce the potential for GHG emissions impacts. Since the proposed project was considered and included in the Housing Element, it is, therefore, consistent with the Housing Element policies.

The proposed project, which includes a reduction of 40 dwelling units as compared to the PEIR project for the same site, would not result in any new impacts, increase the severity of impacts, or conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, no new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element PEIR.

#### **4.7.3 Mitigation Measures**

The Housing Element PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element PEIR are required. Additionally, Mitigation Measure 5.1-4 of the Housing Element PEIR is not applicable to the proposed project because the project site is located more than 500 feet from SR-91 and SR-57. No additional mitigation measures are required for impacts associated with GHG emissions.

### **4.8 HAZARDS AND HAZARDOUS MATERIALS**

#### **4.8.1 Certified Housing Element PEIR**

The Housing Element IS determined that all impacts associated with hazards and hazardous materials were less than significant and only analyzed in the Housing Element IS.

As stated in the Housing Element IS, the residential development that was included as a part of the implementation of the Housing Element would not involve hazardous emissions or handling of substantial amounts of hazardous materials. Substances used for maintenance and landscaping, such as common cleaners, solvents, paints, fertilizer, and pesticides, would be subject to all applicable regulations. In addition, subsequent development projects would be reviewed for their potential impacts related to hazardous materials issues in accordance with CEQA and Orange County Fire Authority (OCFA) requirements, and an appropriate site investigation would be conducted based on the individual circumstances involved. Therefore, the Housing Element IS concluded that hazards and hazardous materials impacts as a result of the implementation of the Housing Element would not be significant.

#### **4.8.2 Analysis of Project Changes**

The proposed project includes a modification to the original project anticipated for the site and, therefore, hazards and hazardous materials impacts are further analyzed in this Addendum. The analysis in this section is based partly on the Phase I Environmental Site Assessment Report (ESA) prepared by SCS Engineers (October, 2012), which is included as Appendix G to this Addendum:

Would the proposed project:

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

#### **Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.**

**Project Construction.** Construction activities would include the use of materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. These activities would include larger amounts of hazardous materials than would the project operation of the proposed residential development.

The proposed project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the City and the OCFA. Additionally, the use, storage, transport, and disposal of hazardous materials by construction workers and tenants and residents of the proposed project would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), Caltrans, and the OCFA. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur.

**Project Operation.** The proposed project would be operated with strict adherence to all emergency response plan requirements set forth by the City of Yorba Linda and OCFA. As

indicated in the Housing Element IS, operation of the proposed project would involve the use of small amounts of hazardous materials typical for residential cleaning and maintenance purposes, such as paints, household cleaners, and pesticides. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. No new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.**

**Hazardous Materials That Would Be Used by the Proposed Project.** See response to Section 4.8.2(a), above.

**Hazardous Materials Existing On Site.** SCS Engineers prepared an ESA for the proposed project (Appendix G). The purpose of the ESA was to identify, to the extent feasible pursuant to the processes prescribed in American Society for Testing and Materials (ASTM) International E1527-05, recognized environmental conditions (RECs) and other known or suspect environmental conditions in connection with the subject property.

Concerns regarding residual radiation were raised at public meetings for the proposed project due to the existing and prolonged use of X-ray machines by the medical/dental offices on the project site. However, all diagnostic X-rays come from electricity, and are turned into radiation with an X-ray tube. X-rays are produced when high energy electrons are slammed into a dense metal target, usually made of tungsten, and decelerated rapidly. Some small amount of the electrons' kinetic energy is converted into X-rays. However, according to the University of California, Los Angeles (UCLA) Center for the Health Sciences, Department of Radiological Sciences, when the high voltage power to the X-ray tube is turned off, there is no further radiation produced, and no residual radiation left over. In addition, unlike some other forms of radiation, diagnostic X-rays do not have enough energy to make anything exposed to them radioactive. This means that neither the patient nor anything else in the room becomes radioactive after an exposure.<sup>1</sup> Therefore, residual radiation is not considered an REC, and no new significant impacts would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS.

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<sup>1</sup> UCLA Center for the Health Sciences, Department of Radiological Sciences, Radiation Protection Training for Occupational Workers of X-Ray Equipment. <http://medphys.mednet.ucla.edu/BadgeManager/Training/2-Badge%20Training%20Handout.htm> (accessed October 28, 2013).

Since the proposed project includes the demolition of the two existing medical/dental office buildings, the ESA addressed the potential for Asbestos Containing Materials (ACMs). Visual inspections were conducted and concluded that with the exception of sprayed-on acoustical ceilings in the stairwells of the 4900 Prospect Avenue building, no signs of potentially friable suspect ACMs (e.g., aircell; heating, ventilation and air-conditioning (HVAC) expansion cloth; or sprayed-on acoustical ceilings, etc.) were observed in the buildings. The ESA indicated that a previous Phase I performed by Epic Consulting, Inc. (2003) collected five samples of building materials suspected of containing asbestos. These samples included the sprayed-on acoustical ceiling material, vinyl flooring, and acoustical ceiling tile from the 4900 Prospect Avenue building and the 17021 Yorba Linda Boulevard building. No asbestos were detected in any of the samples. Therefore, based on the results of the ESA, no additional RECs were identified, and no further investigations were recommended. As a result of the negative findings from the ESA, no new significant impacts would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**No Impact.** The Rose Drive Elementary School is located approximately 895 feet northwest of the project site. As discussed in Section 4.8.2(a), hazards to the public or the environment, which would include nearby schools, arising from the routine use, transport, or storage of hazardous materials during project construction and operation phases would not occur. Additionally, the transport of any hazardous materials during the project's construction phase would occur along Yorba Linda Boulevard, and not along N. Rose Drive, which serves as the street access for the elementary school. Furthermore, the proposed project consists of residential uses and would not generate air toxics that would require a permit by SCAQMD. Therefore, no new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the IS of the Housing Element PEIR, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**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?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The ESA included a review of records, satisfying all requirements as set forth in 40 CFR Section 312.26(b) and (c) with regard to the review of federal, tribal, and State government records of databases of such government records and databases pertaining to both the subject property and the nearby and adjoining properties. Further, the search distances for each particular database complied with the radii as specified in 40 CFR 312.26.

Search results indicated that three former tenants, Gordon E. Traub, M.D., Yorba Linda Medical Group, and the Medical Center for Women, appear on hazardous waste generator databases (either Resource Conservation and Recovery Act Small Quantity Generator [RCRA-SQG] or HAZNET).

Disclosure of the type(s) of wastes generated was not available for Dr. Traub or the Yorba Linda Medical Group, although no violations were found for either generator. The Medical Center for Women generated photo processing waste and metal sledges. Both wastes were likely associated with X-ray processing. There is no information to indicate or suggest that any of the activities associated with the generation or disposal of these wastes impacted the property in any way.

A spill was reported to the Emergency Response Notification System (ERNS) in 2009 when a mercury-containing thermometer was dropped and broken in Suite 260 of the southernmost building. The mercury was spilled on a linoleum floor and was reportedly cleaned up by the tenant. According to ERNS, some of the mercury may have been tracked onto the carpeted area of that site. If the carpet is still in place in Suite 260, the ESA recommended that it be removed.

Database searches of the adjoining and nearby properties revealed three sites of potential concern within 0.25 miles. Specific information about these sites is provided in the ESA provided as Appendix G, which concluded that all three sites would not pose a threat to or impact the proposed project site.

Although the project site and some adjoining and nearby sites were listed in the ESA database searches, as described above, none of the results pose a significant hazard to the public or pose an environment threat and would not result in any new impacts related to hazardous materials sites. Therefore, the proposed project is consistent with the impacts identified in PEIR, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**No Impact.** As stated in the Housing Element PEIR, the John Wayne Airport, Fullerton Municipal Airport, and Joint Forces Training Base Los Alamitos are all located in Orange County but are located 10 miles or more from the City of Yorba Linda. This condition remains unchanged, and development of the proposed project would not create a safety hazard to the public or environment related to airport safety. Therefore, the proposed project is consistent with the impacts identified in the PEIR, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**No Impact.** See response to Section 4.8.2(e), above.

The proposed project is not within the vicinity of a private airstrip and, therefore, would not result in a safety hazard for people residing or working in the project area.

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

**No Impact.** As stated in the Housing Element IS, no component of the Housing Element would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, including the City of Yorba Linda Emergency Plan (Municipal Code Section 2.32.080 [Emergency Plan Development and Purpose of Provisions]). This plan provides for the effective mobilization of the resources of the City, both public and private, to meet any condition constituting a local emergency, state of emergency, or state of war emergency; and provides for the organization, powers and duties, services, and staff of the emergency organization. The proposed project is not considered a critical facility as defined by the Essential Services Building Seismic Safety Act for buildings that provide essential services after a disaster. Additionally, the proposed project would be required to comply with any and all such plans that may be applicable to the project site. Therefore, the proposed project is consistent with impacts identified in the IS of the Housing Element PEIR, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**No Impact.** The project site is in a developed, urbanized area of the City and is not adjacent to or near wildlands that could be subject to wildland fires. Additionally, as stated in the IS of the Housing Element PEIR, there is no interface with nearby or adjacent wildland areas related to the project site, and the project site is not within a high wildfire hazard area as identified by the OCFA's Wildland Urban Interface Map. Therefore, the proposed project would not increase risks related to wildland fires or expose people or structures to significant risk of wildland fires. No new impacts would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

### **4.8.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. The Housing Element IS was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, no mitigation measures are required for impacts associated with hazards and hazardous materials.

## **4.9 HYDROLOGY AND WATER QUALITY**

### **4.9.1 Certified Housing Element PEIR**

The Housing Element IS determined that all impacts associated with hydrology and water quality were less than significant and were not included in the analysis of the PEIR.

Future development projects would be required to comply with existing water quality standards and waste discharge requirements of the NPDES Stormwater Discharge Permit during all grading and construction activities, and would require the development and implementation of a SWPPP and associated BMPs. Additionally, individual development projects would require the preparation of a preliminary water quality management plan, which would include BMPs that would be incorporated into the project to reduce runoff pollution from the project site during the operation phase. Flooding hazards and hazards due to inundation by seiche, tsunami, or mudflow were also not identified as a potential impact. The Housing Element IS concluded that impacts to hydrology and water quality would be less than significant from future storm water runoff from new impervious surfaces introduced by development anticipated under the Housing Element.

#### **4.9.2 Analysis of Project Changes**

The proposed project includes a modification to the original project anticipated for the site and, therefore, hydrology and water quality impacts are further analyzed in this Addendum. The analysis in this section is based partly on the Conceptual Water Quality Management Plan (WQMP), Hunsaker and Associates Irvine, Inc., February 21, 2013.

Would the proposed project:

**a) Violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.**

**Construction Impacts.** The SWRCB, effective July 17, 2012, issued the Construction General Permit (CGP; Order No. 2012-0006-DWQ) in order to regulate construction activities to minimize water pollution, including sediment and pollutants. Although the proposed project may cause deterioration of water quality if construction-related sediments or pollutants wash into the existing storm drain system and facilities, the proposed project would be subject to the CGP, including the development and implementation of a SWPPP and BMPs designed to control the discharge of pollutants from the project site during grading and construction activities. As with the residential development that was considered for the project site as a part of the Housing Element and associated IS, the proposed project would be required to comply with existing water quality standards and waste discharge requirements of the NPDES Stormwater Discharge Permit during all grading and construction activities. Specifically, the CGP requires the preparation and implementation of a SWPPP for project sites of 1 acre or greater. Examples of BMPs that are incorporated in SWPPPs in order to minimize impacts from soil erosion include erosion controls (mulch, soil binders, and mats), sediment controls (barriers, and cleaning measures such as street sweeping), and tracking controls (stabilizing construction roadways and entrances/exits).

In compliance with the CGP, the proposed project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs during grading and construction. The SWPPP would specify BMPs the project applicant would implement for protecting water quality by eliminating and/or minimizing storm water pollution prior to and during grading and construction and show the placement of those BMPs. Adherence to the BMPs in the SWPPP

would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of storm water with sediment and would also reduce or avoid contamination with other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; pesticides; and nutrients.

**Operation Impacts.** Anticipated and potential pollutants that could be generated by the residential uses of the proposed project include: vehicle fluids from personal vehicles (e.g., oil, grease, petroleum, and coolants); landscaping materials (e.g., topsoil, plant materials, herbicides, fertilizers, mulch, and pesticides); general trash debris and litter; and pet waste (bacterial/fecal coliforms). As with the residential development analyzed in the Housing Element IS, operation of the proposed project would generate pollutants that could adversely affect water quality if effective measures were not used to keep pollutants out of storm water and remove pollutants from storm water.

In accordance with the provisions of Chapter 16.04 (Water Quality Control) of the City's Municipal Code, a conceptual WQMP was prepared for the proposed project, which includes a number of BMPs that would also be incorporated into the project to reduce runoff pollution from the project site during the operation phase (see Appendix H).

Implementation of the BMPs in the WQMP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the Conceptual WQMP would reduce or avoid contamination of storm water with sediment and would also reduce or avoid contamination with other pollutants. Therefore, no new impacts due to waste discharge and water quality would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As shown in Figure 2.3, the existing project site is fully developed by two medical/dental office buildings and associated parking lot areas that create an almost entirely impervious property. Grassy medians, building landscaping, and small areas of landscaping along the perimeter of the site are the only pervious surfaces. The proposed project would include approximately 1.2 acres of pervious open space and as shown in Figure 2.5, Conceptual Site and Landscape Plan, and would create a similar ratio of permeable and impervious surfaces as the existing site and to that which was anticipated by the Housing Element IS. Therefore, the proposed project would not substantially change impervious surfaces or affect usable groundwater supplies. In addition, the project site is not in or near any groundwater recharge area. The proposed project would implement BMPs as a part of the WQMP to minimize runoff and provide for infiltration of storm water into the soil on site. Therefore, the proposed project would not substantially interfere with groundwater recharge. No new impacts would

occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The proposed project would result in similar impacts relating to erosion or siltation due to construction and operation as analyzed in the Housing Element IS. The existing project site has a relatively flat topography with a majority of the site consisting of parking lot areas. Storm water runoff generally flows southeasterly and southwesterly and is carried by gutters and culverts toward two storm drain connections along Prospect Avenue and one storm drain connection along Yorba Linda Boulevard. The proposed project would alter a drainage flow to be similar to that of the residential project considered for the project site in the Housing Element IS.

**Project Construction.** As discussed above in Section 5.9.2(a), the required SWPPP would specify BMPs the project applicant would implement prior to and during grading and construction to minimize erosion and siltation impacts on and off site. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion and siltation from project-related grading and construction activities.

**Project Operation.** As stated in the Housing Element IS, there are no streams or rivers within the area of the 14 rezoned sites, including the proposed project site. Additionally, the existing condition of the project site is a fully developed and almost entirely paved property. The proposed project would redevelop the site to a residential community that would have a similar drainage pattern and runoff water flows as the existing medical/dental office development and that considered in the Housing Element IS. The conceptual WQMP prepared for the proposed project concluded that as a result of the proposed project, there would be a reduction of impervious surfaces by approximately 3 percent. Further, as stated in the Housing Element IS, existing requirements for development or redevelopment include the review by the City Engineer to ensure adequate drainage facilities are provided that meet City design standards and requirements. In addition ongoing development operations must comply with an approved WQMP in accordance with all local, State, and federal regulations. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion and siltation from project-related operational activities. Additionally, there would be no substantial areas of bare or disturbed soil on site at project completion that would be vulnerable to erosion. Therefore, the proposed project is consistent with the impacts identified in Housing Element IS, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The existing project site has a relatively flat topography with a majority of the site consisting of parking lot areas. Storm water runoff generally flows southeasterly and southwesterly and is carried by gutters and culverts toward two storm drain connections along Prospect Avenue and a storm drain connection along Yorba Linda Boulevard.

Under proposed conditions, the site would be split into two drainage areas. One half of the site storm water flows would be diverted to two proposed drywells located along the easterly project boundary. The remaining site flows would be conveyed to the westerly boundary into two proposed drywells.

As required by the City of Yorba Linda, as a part of the conceptual WQMP, a hydrology analysis (Appendix H) was conducted to determine the total runoff generated under existing and proposed site conditions. The site and drainage design was created to accommodate the calculated Design Capture Volume of approximately 9,764 cubic feet. Therefore, drainage runoff from the project site would be adequately handled by the proposed project's drainage system. Additionally, the on-site landscaped areas would assist in minimizing the amount of runoff from the project site by maximizing permeable areas and decreasing the amount of runoff.

Development of the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in flooding on or off the site. The proposed project is consistent with the impacts identified in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.9.2(d), above.

Additionally, as outlined in Article III (Drainage and Sewer Facilities) of Title 17 (Subdivisions) of the City's Municipal Code, in addition to the project-related on-site drainage facilities that are required to be constructed on site, drainage fees are required to be paid in conjunction with any subdivision or development in order to defray the costs of constructing off-site drainage facilities required to accommodate the additional water runoff created by development projects. The project applicant would be required to pay these fees prior to the issuance of building permits, as required by Section 17.12.100 (Payment of Fees Required Prior to Building Permit Issuance).

Therefore, development of the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. The proposed project is consistent with the impacts identified in the Housing Element IS, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**f) Otherwise substantially degrade water quality?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.9.2(a), above.

The proposed project would not otherwise substantially degrade water quality.

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

**No Impact.** As shown in Exhibit S-1, Public Safety Map, of the City's General Plan Safety Element and indicated on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) map covering the project area, the project site is not within a flood hazard area or zone. As concluded in the Housing Element IS, development of the project site would not place people or structures at risk of flooding in a 100-year flood zone and would not place structures in 100-year flood zones that would redirect flood flows. Therefore, the proposed project is consistent with the impacts identified in the Housing Element IS, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** See response to Section 4.9.2(g), above.

The proposed project would not place structures, which would impede or redirect flood flows, within a 100-year flood hazard area.

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

**No Impact.** The project site is not adjacent or in proximity to any of the areas that would be impacted by flooding including flooding due to reservoir, levee, or dam failure. The Housing Element IS concluded that impacts of dam or levee failures would not be significant under implementation of the Housing Element, which included residential development on the project site. The site conditions under the proposed project also remain the same as those considered in the Housing Element IS. Therefore, no new flooding impacts as a result of a levee or dam failure would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**j) Expose people or structures to inundation by seiche, tsunami, or mudflow?**

**No Impact.** The Housing Element IS considered the project site as a residential development and concluded that there would be no significant impacts related to seiches, tsunamis, or mudflows as a

result of implementation of the Housing Element. The site conditions under the proposed project also remain the same as those considered in the Housing Element IS. The proposed project is consistent with the impacts identified in the Housing Element IS, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

#### **4.9.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. The Housing Element IS was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, similar to the Housing Element IS, no mitigation measures are required for impacts associated with hydrology and water quality.

### **4.10 LAND USE AND PLANNING**

#### **4.10.1 Certified Housing Element PEIR**

The Housing Element IS determined that no impacts associated with land use and planning would occur and this topic was, therefore, not included in the analysis of the PEIR. Since the 14 rezoned sites were urbanized and developed at the time the Housing Element IS was prepared, it was concluded that implementation of the Housing Element would not physically divide an established community. The PEIR also stated that as individual infill and redevelopment residential projects are implemented, potential project-specific land use impacts would be assessed through subsequent CEQA analysis. Therefore, the Housing Element IS concluded that land use and planning impacts would be less than significant as a result of development that would occur under the Housing Element.

#### **4.10.2 Analysis of Project Changes**

The proposed project includes a modification to the original project anticipated for the site and, therefore, potential land use and planning impacts are further analyzed in this Addendum to determine if implementation of the proposed project would lead to modifications in the determinations made in the Housing Element IS.

Would the proposed project:

##### **a) Physically divide an established community?**

**No Impact.** As with the residential development that was considered for the project site as a part of the Housing Element IS, the proposed project would not lead to the division of the surrounding residential communities because it proposes the development of a residential community with similar uses to the west, north, east, and southeast. The residential uses of the proposed project would be 40 dwelling units less than were anticipated in the Housing Element IS and because the majority of the

surrounding uses are single-family residential, the proposed project would be more compatible than the originally anticipated project.

Additionally, existing infrastructure such as sidewalks and roadways in the project area would be maintained and/or improved and would not introduce new infrastructure that would bisect or transect the adjacent and surrounding uses.

Therefore, the proposed project would not create any land use barriers or otherwise physically divide the surrounding communities. The proposed project is consistent with the impacts identified in the PEIR, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

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

**No Impact.** The City of Yorba Linda General Plan designates the project site as R-High 30 (High Density 30 Residential). According to the City's Zoning Map, the project site is zoned R-M-30 (High Density 30 Residential). The project as proposed is permitted under the existing General Plan land use and zoning designations of the site and does not propose nor require an amendment of the City's General Plan or zoning ordinance/zoning maps. Moreover, the proposed project's land uses are consistent with those anticipated under the City's General Plan for the project site, and with those considered in the Housing Element IS. The proposed project would carry out the City's goals and the intent of the City's General Plan and Housing Element for the site, since the project site would be redeveloped with a residential community consisting of 82 townhomes (40 fewer units than considered in the Housing Element IS).

Additionally, the proposed project would be required to adhere to the design guidelines outlined in the City's Multifamily Residential Design Guidelines. The Zoning Code requires a design review (Design Review 2013-08) for the architectural design and site planning of the proposed project. The design review process would ensure that the proposed project is designed and developed in accordance with all applicable provisions of the City's Zoning Code and adheres to the purposes of the design review process, as outlined in Section 18.36.110.B of the City's Zoning Code., which regulates design, lighting, building placement, type and massing, landscaping, etc.. The City's Zoning Code also includes provisions that would ensure that the proposed project's site design and streetscapes are designed and implemented in a manner that would ensure cohesiveness and compatibility with the existing surrounding land uses.

Project development also requires approval of a CUP (CUP 2013-13) for the construction of two-story townhomes within 70 feet of the adjacent single-family residences to the north and east (see Figure 2.3), as required per Section 18.10.100.B of the City's Zoning Code. Construction of the proposed three-story townhomes and two-story balconies/decks will be evaluated as required per Zoning Code Section 18.10.120.I for loss of privacy for adjacent single-family residences in a manner that would compromise the residents' ability to obtain reasonable and enjoyable use of their own property. As shown in Figure 2.5, the proposed site plan calls for landscape architectural elements

and design that would enhance and strengthen the character of the project site and surrounding communities. The landscape plan includes the planting of perimeter screening that would include hedge walls and trees, which would not only help soften the massing of the proposed three-story townhomes but also provide screening and privacy for the existing residences to the north and east. Existing mature trees also exist within the yards and along property lines of the adjacent residences, which would help further ensure the privacy and enjoyment of the residents of these homes.

For these reasons, no new land use impacts that have not already been identified and analyzed in the Housing Element IS would occur as a result of the proposed project, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** As stated in the Housing Element IS, none of the 14 rezoned sites are included in any adopted habitat conservation plans, natural community conservation plans, or any other local, regional, or State habitat conservation plans. Therefore, no conflict with any habitat conservation plan or natural community plan would occur as a result of the development of the proposed project. The proposed project is consistent with the impacts identified in Housing Element IS, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

### **4.10.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. The Housing Element PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element PEIR are required. Therefore, no mitigation measures are required for impacts associated with land use and planning.

## **4.11 MINERAL RESOURCES**

### **4.11.1 Certified Housing Element PEIR**

The Housing Element IS determined that no impacts associated with mineral resources would occur and, therefore, this topic was not included in the analysis of the PEIR. As stated in the PEIR, there are no significant deposits of mineral resources of regional or statewide importance on any of the 14 rezoned sites associated with the Housing Element. General Plan Exhibit RR-5, Managed Production of Resources, shows these sites to be outside of oil production zones and mineral resource production zones. Therefore, the IS concluded that no impact to mineral resources would occur with implementation of the Housing Element.

#### 4.11.2 Analysis of Project Changes

The proposed project includes a modification to the original project anticipated for the site and, therefore, potential mineral resources impacts are further analyzed in this Addendum to determine if implementation of the proposed project would lead to modifications in the determinations made in the Housing Element IS.

Would the proposed project:

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

**No Impact.** Based on information shown in Exhibit RR-5, Managed Production of Resources, of the City's General Plan Recreation and Resources Element, the project site is not within an oil production zone or mineral resource production zone, and no locally important mineral resource recovery sites are located on or near the project site. Additionally, mining would also be incompatible with the surrounding residential and other surrounding land uses. Therefore, as stated in the Housing Element IS, there are no significant deposits of mineral resources of regional or statewide importance on the project site, and no impacts to the availability of known mineral resources would occur. The proposed project is consistent with the impacts identified in Housing Element IS, and the no impact level of significance previously identified remains unchanged for the proposed project from that cited in the Housing Element IS.

**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.** See response to Section 4.11.2(a), above.

The proposed project would not 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.

#### 4.11.3 Mitigation Measures

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. In addition, the Housing Element IS was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, no mitigation measures are required for impacts associated with mineral resources.

### 4.12 NOISE

#### 4.12.1 Certified Housing Element PEIR

The Housing Element PEIR concluded that potential impacts could result from implementation of the 14 rezoned projects related to construction activities and electrical and mechanical equipment, parking areas, and any loading docks. However, it was determined that the application of mitigation measures would reduce impacts to below a level of significance and would ensure future projects

were in compliance with noise standards in the City's Municipal Code and General Plan. The Housing Element PEIR mitigation measures included the implementation of restrictions on construction activities and hours of construction activities, as well as the submittal and approval of plans for mechanical/electrical equipment, parking areas, any loading docks, and other on-site uses that could produce noise effects at on-site and adjacent sensitive receptors.

#### **4.12.2 Analysis of Project Changes**

Would the proposed project:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

#### **Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.**

**Construction Activity.** Short-term noise impacts would be associated with demolition, excavation, grading, and the erection of buildings on site during project construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area during construction, but would no longer occur once construction of the project was complete. As indicated in the PEIR, construction-source noise is exempt from noise limitations otherwise specified in the City's Municipal Code, provided that the following time and day restrictions are observed (Yorba Linda Municipal Code, Title 8, Chapter 8.32.090 and Title 15, Chapter 15.48.010):

“Any construction or maintenance activity on real property which may disturb the peace and comfort of the inhabitants of the neighborhood or comfortable enjoyment of life and property is prohibited between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and Saturday, or any time on Sunday or a federal holiday, unless said work is of an emergency nature or a prior permit has been obtained from the Community Development Director.”

Adherence of the proposed project to the above provision and implementation of the noise reducing techniques identified in MM 5.4-1 would reduce construction-phase noise impacts to below a level of significance, consistent with the findings related to the construction noise contained in the Housing Element PEIR.

**Movements of Workers and Equipment.** In addition to on-site equipment noise, the movement of construction phase equipment and workers to and from the project site would generate temporary traffic noise along nearby access routes. As concluded in the PEIR, the one-time movement of major pieces of heavy equipment would be moved onto the site for each construction stage and would have a less than significant short-term effect on traffic noise levels. Additionally, the noise levels from daily transportation of construction workers during the project's building construction phase would be less than peak hour noise levels generated by operations-related trips for the project. As demonstrated in the PEIR, even the maximum amount of construction workers traveling to and from the project site would produce less than a 3-decibel

(dB) noise level increase along major arterials surrounding the site and that such a change in a community noise level is typically not noticed by the human ear.<sup>1</sup> Therefore, since the proposed project is fewer units and would require less construction, no new noise impacts that have not already been identified and analyzed in the Housing Element PEIR would occur as a result of the proposed project, and the less than significant level of impact previously identified remains unchanged for the proposed project from that cited in the Housing Element PEIR.

**Roadway Noise Exposure.** The PEIR identified transportation as the most significant noise source in the vicinity of the project site. Noise modeling was conducted for the PEIR to (1) quantify traffic noise-level increases along several roadway segments, and (2) identify the roadway noise level change attributable to the proposed project.

Since noise levels of the Housing Element PEIR were based on regional traffic models and considerations, site-specific traffic noise levels were calculated for the proposed project (Appendix I). Calculations were based on the Focused Traffic Assessment performed by Urban Crossroads (September 2013). The considerations used to calculate the noise levels of the existing condition scenario and the future with proposed project scenario are the same as those utilized in the analysis of the PEIR.

As shown in Table 4.12.A, project level analysis reveals that increases in roadway noise levels would vary from 0.0 to 0.5 Community Noise Equivalent Level (CNEL) (A-weighted decibels [dBA]). As concluded in the Housing Element PEIR, roadway noise levels for the 14 Housing Element projects ranged from a decrease of 0.7 dBA to an increase in 4.8 dBA. Therefore, roadway noise levels resulting from the implementation of the proposed project would be consistent with those noise level changes identified in the Housing Element PEIR.

**Table 4.12.A: Roadway Noise Comparison**

Roadway Segment	ADT	Existing Condition CNEL (dBA)	Existing with Project CNEL (dBA)	Increase CNEL (dBA)
Prospect Ave. north of Yorba Linda Blvd.	2,700	56.4	56.9	0.5
Prospect Ave. south of Yorba Linda Blvd.	400	48.6	48.6	0.0
Yorba Linda Blvd. west of Prospect Ave.	20,500	68.4	68.5	0.1
Yorba Linda Blvd. east of Prospect Ave.	20,500	68.5	68.5	0.0

Source: LSA Associates, Inc. (September 2013).

Note: All traffic noise levels evaluated are CNEL (dBA) 50 feet from centerline of the outermost lane.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

<sup>1</sup> *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

**Electrical and Mechanical Equipment.** Redevelopment of the project site could introduce various electrical and mechanical noise sources, most of which would be located on rooftops, which may affect existing noise-sensitive land uses adjacent to the west, north, and east of the site. Typically, equipment noise sources produce noise levels of approximately 56 dBA at 50 feet. While noise levels may be annoying within a quiet environment, it is very likely that existing daytime ambient levels within each site and the surrounding areas would substantially mask these on-site sources.

As determined in the PEIR, these sources could exceed the City's Municipal Code standards. To ensure that the applicable noise standards are met and that adequate acoustical design measures are incorporated into the project construction, the project applicant would be required to implement the provisions outlined in Mitigation Measures MM 5.4-2, 5.4-3, and 5.4-4 from the PEIR, provided below. Since the proposed project represents a reduction in dwelling units and related mechanical equipment from the project considered in the Housing Element PEIR, project-related impacts are less than or equal to those identified in the PEIR.

**Parking Areas.** Development of the residential uses on the proposed project site would introduce on-site parking areas that could affect surrounding off-site sensitive uses. In general, noise associated with parking areas is not of sufficient volume to exceed community standards based on the time-weighted CNEL scale. Parking areas can be a source of annoyance due to automobile engine start-ups and acceleration, tire squealing, car door slams, and the activation of car alarms. Single noise events could be an annoyance to both existing off-site and proposed on-site residential uses and may exceed the Municipal Code standards.

As determined by the PEIR, in order to ensure that the applicable noise standards are met and that adequate acoustical design measures are incorporated into the project construction, the project applicant would be required to implement the provisions outlined in Mitigation Measures MM 5.4-2, 5.4-3, and 5.4-4 of the PEIR, provided below. Since the proposed project represents a reduction in dwelling units and related vehicles from the project considered in the Housing Element PEIR, project-related impacts are considered consistent with those identified in the PEIR.

**Loading Docks.** There are no potential significant noise impacts from this type of source at the proposed project site because this is a residential project and does not contain loading docks, nor are loading docks adjacent to the project site. Therefore, because neither the project from the Housing Element PEIR nor the proposed project includes loading docks, noise related impacts remain consistent with those concluded in the Housing Element PEIR.

**On- and Off-Site Residential Uses.** The project site is mostly surrounded by residential uses to the west, north, east, and southeast, as well as a car dealership to the southwest across Yorba Linda Boulevard. The proposed project and the existing uses would generate stationary noise sources, including people talking, doors slamming, parking lot cleaning, lawn care equipment, stereos, and domestic animals. These noise sources contribute to the ambient noise levels experienced in all similarly developed areas and typically do not exceed the applicable agency's

noise standards. As described in the PEIR, they would lead to noise impacts consistent with those identified in the PEIR.

As described in the above analysis of noise impacts, there would be no new impacts associated with noise that have not already been identified and analyzed in the PEIR. Therefore, the proposed project is consistent with the impacts identified in the PEIR, and the less than significant level of impact with the implementation of mitigation measures remains unchanged for the proposed project from that cited in the PEIR.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Persons residing and working in the areas surrounding the project site could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. As described in the Housing Element PEIR, ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the project site. As concluded in the Housing Element PEIR, construction activities would not exceed the Federal Transit Administration (FTA) ground-borne vibration threshold for the nearest sensitive land uses surrounding the project site or any of the 14 rezoned sites. Additionally, the proposed project has 40 fewer units than the project analyzed in the PEIR. Considering the analysis of noise impacts described above, there would be no impacts associated with groundborne vibration or groundborne noise that have not already been identified and reviewed in the PEIR. Therefore, the proposed project is consistent with impacts identified in the PEIR, and the less than significant level of impact remains unchanged.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.12.2(a) above regarding operation-phase noise impacts.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.12.2(a) above regarding construction-phase noise impacts and response to Section 4.12.2(b) regarding groundborne noise and/or vibration noise levels during construction.

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

**No Impact.** As stated in the PEIR, the project site is not located within an airport land use plan, nor is it located within 2 miles of a public or public-use airport. Therefore, since the proposed project would not change the location or boundary of the project site analyzed by the Housing Element PEIR, the proposed project would not expose people to excessive noise levels from aircraft noise, and the Housing Element PEIR no impact level of significance remains unchanged for the proposed project.

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

**No Impact.** As stated in the PEIR, the project site is not located within the vicinity of a private airstrip. This condition has not changed. Therefore, the proposed project would not expose people to excessive noise levels from aircraft noise, and the Housing Element PEIR no impact level of significance remains unchanged for the proposed project.

#### 4.12.3 Mitigation Measures

The following mitigation measures are taken directly from the PEIR. All of the mitigation measures apply to and will be implemented for the proposed project. No revisions, or additions to the Housing Element PEIR noise mitigation measures are required for the proposed project.

- MM 5.4-1** For all demolition and construction activity on each site, additional noise-attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise:
- Confirmation that construction equipment is properly muffled according to industry standards and in good working condition.
  - Placement of noise-generating construction equipment and location of construction staging areas away from sensitive uses, where feasible.
  - Scheduling of high noise-producing activities between the hours of 8:00 a.m. and 5:00 p.m. to minimize disruption to sensitive uses.
  - Implementation of noise attenuation measures to the extent feasible, which may include, but is not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
  - Use of electric air compressors and similar power tools rather than diesel equipment, where feasible.
  - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.

- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Yorba Linda or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Yorba Linda prior to issuance of a grading permit.

**MM 5.4-2** Where determined to be necessary by the Community Development Department, mechanical and electrical equipment installed as part of individual projects in association with the Housing Element shall minimize noise impacts, by locating equipment away from receptor areas, installing equipment with proper acoustical shielding and where appropriate incorporating the use of parapets into building design. Acoustical analysis shall be performed to demonstrate that the mechanical and electrical equipment does not result in noise levels that exceed City standards at nearby residential or other sensitive land uses property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Yorba Linda for review and approval prior to the issuance of building permits.

**MM 5.4-3** Where determined to be necessary by the Community Development Department, parking areas constructed as part of individual projects developed in association with the Housing Element shall be designed to use buildings or sound walls to break the line of sight between off-site residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking areas do not result in noise levels that exceed City standards at nearby residential or other sensitive land uses property lines. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Yorba Linda for review and approval prior to the issuance of building permits.

**MM 5.4-4** Where determined to be necessary by the Community Development Department, on-site residential units constructed as part of individual projects developed in association with the Housing Element shall be designed to use buildings, sound walls, or other means to break the line of sight between off-site mechanical and electrical equipment, parking area, and loading docks and on-site uses. Acoustical analysis shall be performed to demonstrate that off-site mechanical and electrical equipment, parking areas, and loading docks do not result in noise levels that exceed City standards to on-site residential uses. These components shall be incorporated into the plans to be submitted by the individual project applicants to the City of Yorba Linda for review and approval prior to the issuance of building permits.

## 4.13 POPULATION AND HOUSING

### 4.13.1 Certified Housing Element PEIR

As concluded in the Housing Element PEIR, impacts related to the displacement of housing or people were not considered significant and that implementation of the Housing Element would not directly induce a substantial increase in housing or associated population growth. However, the Housing Element PEIR also determined that population growth associated with development of cumulative projects in addition to implementation of the Housing Element would result in a significant and unavoidable cumulative impact.

### 4.13.2 Analysis of Project Changes

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The Housing Element PEIR utilized estimates of increases in housing units and population as a result of implementation of the Housing Element, including the project site with 122 residential units, as well as SCAG projections for jobs and housing. Additionally, no substantial new infrastructure or extension of existing infrastructure, including road extensions or other off-site infrastructure, would be required that may directly induce substantial population growth within the project area.

The increases in residential units and population as a result of the project developments of the Housing Element were found to be consistent with the projections of the General Plan Update. In addition, the proposed project currently includes 82 dwelling units, a reduction in 40 dwelling units from the project considered in the Housing Element PEIR and, therefore, would lessen population growth compared to the amount evaluated in the Housing Element PEIR. Therefore, no new impacts on population or housing would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element PEIR, and the less than significant level of impact previously identified remains unchanged from that cited in the Housing Element PEIR.

**Cumulative Population Growth.** The Housing Element PEIR concluded that population growth associated with the development of cumulative projects in addition to related projects anticipated under the Housing Element would result in a significant and unavoidable cumulative impact. However, the proposed project would incrementally reduce the population from the project considered in the Housing Element PEIR due to the reduction in residential units by 40 from the originally anticipated 122 dwelling units.

Therefore, no new impacts to population and housing would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element PEIR, and the significant and unavoidable impact level of significance previously identified remains unchanged from that cited in the Housing Element IS.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As stated in the PEIR, approximately 40 residents are estimated to currently reside within the 14 rezoned sites; the project site is one of the rezoned sites. Project development would include demolition of the existing offices on site and would, therefore, not displace any residents. Therefore, no adverse impact to housing or people would occur as a result of project implementation. The proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact remains unchanged for the proposed project from that cited in the Housing Element PEIR.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See responses to Section 4.13.2(b), above.

The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

### **4.13.3 Mitigation Measures**

The Housing Element PEIR did not recommend mitigation measures as only a significant and unavoidable impact was identified. In addition, the Housing Element PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element PEIR are required. Therefore, no mitigation measures are required for impacts associated with Population and Housing.

## **4.14 PUBLIC SERVICES**

### **4.14.1 Certified Housing Element PEIR**

As concluded in the PEIR, with implementation of mitigation measures, future development included in the Housing Element would not have a negative effect on fire protection services. The PEIR also concluded that police services would be adequately provided to the sites under consideration. It was also determined that with payment of school impact fees, impacts to school services would be less than significant. Additionally, the PEIR concluded that the library system could adequately serve the increase in population under the Housing Element. The PEIR concluded that impacts on public services, including fire, police, and schools, as a result of the implementation of the Housing Element would be less than significant.

#### 4.14.2 Analysis of Project Changes

Would the proposed project:

- a) **Would the proposed 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:**

i) **Fire protection?**

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.** The OCFA provides fire protection and emergency medical services response to the project area. The Housing Element PEIR concluded that even with projected increases in demand, no additional fire protection personnel or equipment would be required. The proposed project would place no additional demands on fire protection services that have not already been identified in the PEIR. The proposed project would include the development of 82 dwelling units on the site, 40 dwelling units less than the development considered for the site in the Housing Element PEIR. Therefore, the proposed project's impacts to fire protection services would be reduced compared to those outlined in the Housing Element PEIR and would remain less than significant with mitigation.

Additionally, the City also involves OCFA in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. As with the residential development that was considered for the project site under the PEIR, all site and building improvements proposed under the project would be subject to review and approval by OCFA prior to building permit and certificate of occupancy issuance. Additionally, the project applicant would be required to adhere to the mitigation measures outlined in the PEIR, provided below.

Therefore, no new impacts on fire protection services that have not already been identified and analyzed in the PEIR would occur as a result of the proposed project, and with implementation of mitigation, the less than significant level of impact remains unchanged from that cited in the PEIR.

#### 4.14.3 Mitigation Measures

The following mitigation measure applies to and would be implemented for the proposed project. No new mitigation or changes to the mitigation measures are required that would result in the preparation of an EIR.

- MM 5.6-1** Prior to approval of any subdivision or comprehensive plan approval for the project, the designated site developer may be required to enter into a Secured Fire Protection Agreement with the Orange County Fire Authority.

This Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel- by-parcel basis.

## ii) Police protection?

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The Orange County Sheriff's Department (OCSA) provides police protection services response to the project area. Due to the reduction of 40 dwelling units when compared to the residential project analyzed by the PEIR, the proposed project would reduce impacts on police services. The proposed project would place no demands on police protection services that have not already been adequately studied in the PEIR. Therefore, the proposed project is consistent with the impacts identified in PEIR, and the less than significant level of impact remains unchanged for the proposed project.

### 4.14.4 Mitigation Measures

The Housing Element PEIR did not recommend mitigation measures as no significant impacts were identified. Based on the proposed project, the PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the PEIR are required. Therefore, no mitigation measures are required for impacts associated with police protection.

## iii) Schools?

**Less Than Significant Impacts with Mitigation/No Changes or New Information Requiring Preparation of an EIR.** The project site is served by the Placentia-Yorba Linda Unified School District (PYLUSD). Impacts to schools would be reduced compared to those outlined in the PEIR, since the proposed project includes 40 fewer dwelling units than considered in the PEIR.

The need for additional school services is addressed by compliance with school impact assessment fees per SB 50. Therefore, to address the increase in enrollment at PYLUSD schools, the project applicant would be required to pay school impact fees to reduce any impacts to the school system. These fees are collected by school districts at the time of issuance of building permits. As stated in Government Code Section 65995(h), "The payment or satisfaction of a fee, charge, or other requirement levied or imposed... are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization ... on the provision of adequate school facilities." As mitigation, payment of these fees would offset impacts from increased demand for school services associated with project development by providing an adequate financial base to construct and equip new and existing schools.

Therefore, with adherence to the applicable mitigation, no new impacts on schools would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and with mitigation, the less than significant level of impact remains unchanged for the proposed project from that cited in the PEIR.

#### **4.14.5 Mitigation Measures**

The following mitigation measure applies to and would be implemented for the proposed project. No new mitigation or changes to the mitigation measures are required that would result in the preparation of an EIR.

**MM 5.6-4** Prior to individual project approval for each of the 14 sites, the applicant(s) shall pay the development impact fees at the designated level (Level I, II, or III) as set forth by the Placentia-Yorba Linda Unified School District (PYLUSD) or the Orange Unified School District (OUSD) at the then current rate. Fees shall be paid based on the square-footage of development for multifamily residential units as required by PYLUSD or OUSD policy.

#### **iv) Parks?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Refer to the analysis in Section 4.15, Recreation.

The proposed project would reduce the number of dwelling units by 40 as compared to the project analyzed in the PEIR. This reduction in units would consequently reduce the associated population that would cause impacts on recreational resources. Additionally, the proposed project would include a total of approximately 52,406 square feet of open space, approximately 19,606 square feet more than required by the City.

Therefore, no new impacts on recreational facilities would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact remains unchanged for the proposed project from that cited in the PEIR.

#### **v) Other public facilities?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** Since the proposed project includes 40 fewer dwelling units than considered in the PEIR, a corresponding reduction in population would result in fewer impacts on the library system and other public facilities. Therefore, no new impacts on libraries and other public facilities would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact remains unchanged for the proposed project.

#### 4.14.6 Mitigation Measures

The Housing Element PEIR did not recommend mitigation measures as no significant impacts were identified. The PEIR was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the PEIR are required. Therefore, no mitigation measures are required for impacts associated with other public facilities.

### 4.15 RECREATION

#### 4.15.1 Certified Housing Element PEIR

Recreation resources were determined by the Housing Element IS to be less than significant or have no impact and were, therefore, not analyzed in the Housing Element PEIR. As stated in the Housing Element IS, no significant recreation impacts would occur as a result of the implementation of the Housing Element with the payment of park in-lieu fees. Therefore, it was concluded that subsequent development to be accommodated under the Housing Element would be assessed development fees that would be applied to future park development to reduce potential impacts.

#### 4.15.2 Analysis of Project Changes

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As stated in the Housing Element IS, existing park facilities are currently heavily used due to the deficit of parkland in the City. The increase in use of neighborhood and community parks in the City that would result from the increase in residents associated with future development of the 14 rezoned sites identified in the PEIR would further contribute to the overuse of park facilities in the City. However, this project, similar to the projects considered in the Housing Element IS would be assessed development fees in accordance with the City's approved fee schedule that would be applied to future park development to mitigate potential impacts generated by the residential development. The project applicant would be required to pay the designated fee as a condition of development of the project.

The project considered in the Housing Element IS contained 122 dwelling units; however, the proposed project would reduce the project by 40 dwelling units, therefore reducing the associated population that would cause impacts on recreational resources. Additionally, the proposed project would include a total of approximately 52,406 square feet of open space, approximately 19,606 square feet more than required by the City.

Therefore, no new impacts on recreation facilities would occur as a result of the proposed project that have not already been identified and analyzed in the Housing Element IS, and the level of less than significant impact remains unchanged.

**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?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.15.2(a), above.

The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

### **4.15.3 Mitigation Measures**

The Housing Element IS did not recommend mitigation measures as no significant impacts were identified. In addition, the Housing Element PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the Housing Element IS are required. Therefore, no mitigation measures are required for impacts associated with recreation or recreational facilities.

## **4.16 TRANSPORTATION AND TRAFFIC**

### **4.16.1 Certified Housing Element PEIR**

To determine the Housing Element's impacts on transportation and circulation, a Traffic Impact Analysis (TIA) was prepared by Urban Crossroads, dated January 27, 2011. While traffic levels would generally increase as a result of the implementation of the Housing Element, the Housing Element PEIR concluded that no significant impacts would occur with implementation of mitigation measures for impacts to three intersections: Plumosa Drive at Bastanchury, Lakeview Avenue at Lemon Drive, and Lakeview Avenue at Buena Vista Avenue. The Housing Element's fair share of the improvements outlined in the mitigation measures for these intersections would be collected by the City through individual development project impact fees. Additionally, the Housing Element PEIR concluded that impacts related to design features, emergency access, and alternative modes of transportation would be less than significant, and no mitigation measures were required.

The PEIR found that under existing and 2035 conditions, with or without the 14 rezoned sites, the Weir Canyon Road/Savi Ranch Parkway intersection would operate at LOS F. No improvements have been identified to alleviate this impact, thus, the 14 rezoned sites' contribution to this impact was considered significant and unavoidable. The City adopted a Statement of Overriding Considerations to address this impact. Because this intersection is over 5 miles away from the proposed project and the proposed project is 40 units fewer than the project analyzed in the PEIR, there are no anticipated new impacts beyond those previously identified in the PEIR.

### **4.16.2 Analysis of Project Changes**

A Focused Traffic Assessment prepared by Urban Crossroads, Inc. dated October 25, 2013 (Appendix C) was utilized to determine the potential proposed project-level impacts for comparison with the impacts identified in the regional-based analysis performed for the PEIR.



were anticipated to generate a net total of approximately 709 trip-ends per day, with 54 trips during the a.m. peak hour and 64 trips during the p.m. peak hour. The proposed project would result in a net reduction of approximately 233 trip-ends per day, with a reduction of 18 trips during the a.m. and 21 trips during the p.m. peak hours. Since the proposed project is anticipated to generate fewer trips than the project considered in the Housing Element PEIR, the project as proposed is not anticipated to result in any new impacts beyond those previously identified in the Housing Element PEIR, and the less than significant level of impact remains unchanged.

**Site Access.** The proposed would include access on Prospect Avenue via a full access driveway controlled by a stop sign on the westbound approach. In an effort to identify any potential traffic issues at the single-stop-controlled full-access driveway proposed by the project, peak hour operations have been evaluated for existing plus project conditions. As shown in Table 4.16.C, project vehicles leaving the site driveway are anticipated to experience minimal delay (under 10.0 seconds) during both weekday a.m. and p.m. peak hours. The corresponding vehicle queues at the project driveway during peak hours are anticipated to be easily accommodated with the available storage provided on site. No significant site access impacts would occur as a result of development of the project’s unsignalized entry drive, and additional improvements to the site-adjacent roadways, such as curb-and-gutter and sidewalks, are not necessary because Yorba Linda Boulevard is currently built to its ultimate cross-section along the project’s frontage. Therefore, the proposed project is not anticipated to result in any new impacts beyond those previously identified in the Housing Element PEIR, and the less than significant level of impact remains unchanged.

**Table 4.16.C: Project Driveway Intersection LOS**

Prospect Avenue/ Project Driveway	Traffic Control	Peak Hour			
		AM		PM	
		Delay (in seconds)	LOS	Delay (in seconds)	LOS
Existing plus Project	CSS	9.7	A	9.9	A

\* Per the 2000 Highway Capacity Manual, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown for intersections with cross-street stop control.

CSS = Cross-Street Stop

LOS = level of service

**Intersection Operation Analysis.** Since the proposed project is anticipated to generate less than 50 peak hour trips during the a.m. and p.m. peak hour, as shown in Table 4.16.B, Trip Generation Comparison, it does not meet the City of Yorba Linda’s traffic study thresholds; therefore, a comprehensive traffic impact analysis of nearby intersections was not required for the purposes of the focused traffic assessment. However, as a part of the focused traffic assessment, existing intersection operations were analyzed at the project-adjacent intersection of Prospect Avenue at Yorba Linda Boulevard to demonstrate that additional analysis would not be necessary.

The results of traffic counts taken at this intersection in September 2013, while local schools were in session, are shown in Table 4.16.D and reveal the existing peak hour intersection LOS at the project-adjacent study intersections.

As shown on Table 4.16.D, analysis of existing operations at the intersections of Prospect Avenue at Yorba Linda Boulevard shows that the intersections are currently operating at LOS A during both a.m. and p.m. peak hours. With the addition of the traffic from the proposed project, the intersection is anticipated to continue to operate at an acceptable LOS and would not worsen the LOS of the adjacent intersections to unacceptable levels. Therefore, the project as proposed would not result in any new impacts beyond those previously identified in the PEIR, and the less than significant level of impact remains unchanged.

**Table 4.16.D: Intersection LOS at Prospect Avenue and Yorba Linda Boulevard**

Prospect Avenue/ Yorba Linda Boulevard	Traffic Control	AM Peak Hour		PM Peak Hour	
		ICU <sup>1</sup>	LOS	ICU <sup>1</sup>	LOS
Existing Conditions	TS	0.551	A	0.455	A
Existing Plus Project	TS	0.564	A	0.463	A

<sup>1</sup> ICU reported as a volume-to-capacity ratio. Level of service calculated using the following analysis software: Traffix, Version 8.0 R1 (2008).

ICU = Intersection Capacity Utilization      TS = Traffic Signal

LOS = Level of Service

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The Housing Element PEIR concluded that Congestion Management Plan (CMP) designated intersections affected by the sites included in the Housing Element were anticipated to operate at acceptable LOS during peak hours. Additionally, the proposed project area does not contain or affect any CMP intersections or segments. Also see response to Section 4.16.2(a), above.

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

**No Impact.** As stated in the PEIR, the John Wayne Airport, Fullerton Municipal Airport, and Joint Forces Training Base Los Alamitos are located in Orange County but are 10 miles or more from the City of Yorba Linda. Therefore, development of the proposed project would not change air traffic patterns or result in a significant safety risk to project residents. The proposed project is consistent with the impacts identified in the PEIR, and the no impact level of significance remains unchanged.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As stated in the PEIR, subsequent development of the 14 rezoned sites, including the proposed

project site under the Housing Element would be analyzed on a project-by-project basis. As with the residential development that was considered for the project site in the PEIR, the proposed project would not include traffic improvements or designs that would have the potential to make existing and future roadways unsafe.

Additionally, the City of Yorba Linda and OCFA have adopted roadway design standards that would preclude the construction of any unsafe design features. The proposed project's traffic and circulation improvements would be required to adhere to the City's and OCFA's design standards, which are imposed on project developments by the City and OCFA during the development review and building plan check and process. Compliance with these established design standards would ensure that hazards due to design features would not occur. Also, the proposed project would not include incompatible uses such as farm equipment on area roadways.

Therefore, no new impacts related to hazardous design features or incompatible uses would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact remains unchanged.

**e) Result in inadequate emergency access?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The proposed project would provide on-site traffic improvements that include narrow, low-speed internal drive aisles that would be safe and walkable for pedestrians, while maintaining an efficient circulation system for vehicles. To address fire access needs, the on-site circulation would be designed in accordance with all OCFA design standards for emergency access and would be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and OCFA. Additionally, during the building plan check and development review process, the City would coordinate with OCFA to ensure that adequate circulation and access (e.g., adequate turning radii for fire trucks) are provided within the traffic and circulation components of the proposed project.

Therefore, no new impacts related to emergency access would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact remains unchanged.

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

**No Impact.** The PEIR concluded that impacts associated with alternative transportation would be less than significant with implementation of the Housing Element. The proposed project would include a 40-dwelling-unit reduction from the project considered in the PEIR and would be consistent with the less than significant impact concluded for public transit or alternative transportation. Additionally, the proposed project would provide pedestrian connectivity within the project site and along the street frontage through the improvement of existing walkways and introduction of new walkways.

Additionally, residents of the proposed project would be within walking distance of existing Orange County Transportation Authority (OCTA) bus stops provided along Yorba Linda Boulevard, located at the southeastern corner of the project site. This bus stop and others in proximity of the project site along Yorba Linda Boulevard currently serve and would continue to serve the project site.

Therefore, the proposed project is consistent with the impacts identified in the PEIR, and the no impact level of significance remains unchanged.

**g) Result in inadequate parking capacity?**

**No Impact.**

**On-Street Parking.** Evaluation of on-street parking supply along Prospect Avenue between Saga Drive and Yorba Linda Boulevard has been conducted as part of the Focused Traffic Assessment (Appendix C). The survey was based on available parking supply and subsequent peak parking demand surveys performed over 2 days on September 11 and 12, 2013. The number of on-street parking spaces was determined by measuring the total curb space available and dividing that value by a parking length of 20 feet per vehicle. Based on the parking supply survey conducted, available parking supply along Prospect Avenue between Saga Drive and Yorba Linda Boulevard was determined to be approximately 36 parking spaces.

The existing parking demand created by the adjacent residential uses was counted each hour between the peak evening hours of 6:00 p.m. and 12:00 midnight. The results of the parking demand survey indicated that occupancy rates were found to be lowest in the early evening hours prior to 9:00 p.m., with the available on-street parking supply almost fully utilized by 10:00 p.m. However, the total average occupancy rates surrounding the project site were calculated to be 75 percent and 78 percent, or approximately 9 and 8 spaces, respectively, on the two survey dates.

In addition, the results of the parking survey showed that the observed peak demand surrounding the project site is consistent with other parking surveys collected for the ITE Parking Generation (4<sup>th</sup> Edition, 2010), which reports that peak period demand for residential townhome uses occurs between 11:00 p.m. and 6:00 a.m. Also, the proposed project would close off one of the existing driveways located along Prospect Avenue, thereby creating an additional 120 feet of available curb space resulting in an increase of on-street parking availability of approximately 6 parking spots.

Since the survey conducted for the proposed project concluded that the parking scenario would not exceed the available on-street occupancy, would be consistent with the results of industry-standard parking survey results, and that an additional 6 on-street parking spaces would be created, the proposed project is considered consistent with the impacts identified in the PEIR, and the no impact level of significance remains unchanged.

**Off-Street Parking.** An evaluation of the adequacy of City of Yorba Linda's current parking requirements for three- and four-bedroom attached product-type residential dwelling units in

areas zoned as R-M-30, as compared to the parking requirements of other agencies, was performed as a part of this parking assessment.

As part of the study, parking rates for similar attached product-type residential dwelling unit developments published by professional trade journals, as well as a number of agencies throughout Southern California, including Orange County, 34 cities within Orange County, several cities within Los Angeles County, the City of Chino Hills, and the City of San Diego, were reviewed. The required parking rates for attached product-type residential dwelling unit development have been included in the Focused Traffic Assessment (Appendix C).

The City of Yorba Linda currently requires a total of 2.25 parking stalls per every three- and four-bedroom unit in a condominium/townhome (attached product-type) dwelling unit development in an area zoned R-M-30. This rate includes 2.0 reserved and 0.25 guest parking spaces per unit. The proposed project would provide a total of 164 reserved parking spaces, and 25 guest parking spaces (including ADA) for a total of 189 parking spaces. This exceeds City parking code by 4 spaces.

The results of the comparative analysis reveal that a number of jurisdictions such as the cities of Cerritos, Long Beach, Placentia and Villa Park have lower parking requirements for three- and four-bedroom units as compared to the City of Yorba Linda. However, many also have slightly higher requirements, with the average rate being 2.79 total parking spaces per three-bedroom unit and 3.07 total parking spaces per four-bedroom unit.

Additionally, a review of the recommended parking rates presented in industry publications such as the American Planning Association, Urban Land Institute (ULI), and ITE’s Parking Generation shows comparable rates to those being utilized by the City of Yorba Linda (Table 4.16.E).

**Table 4.16.E: Professional Trade Journals Multifamily Residential Parking Requirements**

Professional Trade Journals	Total Required Spaces Per Unit	
	3-Bedroom	4-Bedroom
American Planning Association	3.0	3.0
Urban Land Institute	1.90	1.90
ITE 4 <sup>th</sup> Generation Parking (85 <sup>th</sup> Percentile Plus 10%)	1.70	1.70
<b>City of Yorba Linda<sup>1</sup></b>	<b>2.25</b>	<b>2.25</b>

<sup>1</sup> City of Yorba Linda Parking Space Requirements for Multiple Family Dwelling (for R-M-20 and R-M-30 Zoning) are shown as the northeast corner of Prospect Avenue and Yorba Linda Boulevard and property is currently zoned as R-M-30 (30 Residential units per Acre).

It should be noted that the jurisdictional requirements surveyed did not differentiate parking rates for three- and four-bedroom for-rent multifamily products (i.e., apartments) versus for-sale multifamily products. Although the City of Yorba Linda’s parking requirements for three- and four-bedroom units are slightly lower than the average of all cities surveyed (2.79 per three-bedroom unit and 3.07 per four-bedroom unit), the City’s parking rates are considered appropriate for the proposed project as the project includes predominantly market rate for-sale townhomes

targeted towards single-family occupancy, as compared to typical for-rent multifamily products such as apartments, which can have a higher parking demand due to higher rates of multiple tenants residing in a single apartment unit.

Based on this assessment, the City of Yorba Linda's parking requirement of 2.25 spaces per unit in areas zoned R-M-30 is comparable to those used by other cities in Southern California and those published by ITE and ULI, and would appear to be suitable for the proposed project's for-sale three- and four-bedroom townhome products.

However, the parking assessment also concluded that the use of dedicated covered resident parking for personal storage could potentially result in a shortage of parking supply. Therefore, in an effort to ensure sufficient parking for residents of the proposed project and surrounding neighborhood, the parking assessment recommended that the City condition the proposed project through Covenant Conditions and Restrictions (CC&Rs) to prohibit the use of dedicated covered resident parking for personal storage or other use that prevents parking of motor vehicles in their designated spaces, which could result in residents unnecessarily utilizing guest/uncovered and on-street parking. Enforcement of this recommendation is essential in providing adequate parking supply for both residents and their guests.

The proposed project would exceed the City of Yorba Linda parking requirements for three- and four-bedroom multifamily housing zoned R-M-30, and would result in an increase to on-street parking supply adjacent to the project site. Therefore, with implementation of the condition of approval, no significant parking impacts would occur, and no mitigation measures are necessary.

#### **4.16.3 Mitigation Measures**

The Housing Element PEIR required the payment of the "Housing Element's fair share" for traffic improvements to be collected by the City through individual development project impact fees. Collection of these fees would result in less than significant impacts. Based on the proposed project, the Housing Element PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the PEIR are required. Therefore, no new mitigation measures are required for impacts associated with transportation and traffic.

### **4.17 UTILITIES AND SERVICE SYSTEMS**

#### **4.17.1 Certified Housing Element PEIR**

The PEIR concluded that impacts to utilities and service systems would not be significant as a result of development that would be accommodated under the Housing Element. As stated in the PEIR, according to the Water Supply Assessment (WSA) prepared for the Housing Element, the projected water demand associated with future development that would occur under the Housing Element was accounted for in the YLWD's Urban Water Management Plan (UWMP). The number of potable water connections and the water demand associated with future development would be less than what was outlined in the UWMP. The PEIR also concluded that no additional water or wastewater treatment facilities would be required to meet water and wastewater demands associated with future development that would be accommodated under the Housing Element. As a result, implementation

of the Housing Element would not require or result in the construction of new water treatment facilities or expansion of existing facilities, and impacts were deemed less than significant.

New development and associated population growth under the Housing Element, including the development of 122 units on the project site would increase demand for solid waste collection and disposal capacity. However, as stated in the PEIR, implementation of the Housing Element would increase the current solid waste per day delivery to Olinda Alpha Landfill by less than 1 percent. Since the landfill is estimated to have the capacity to operate until 2021, future development on the 14 rezoned sites, including the project site, in accordance with the Housing Element would not negatively affect operations at the Olinda Alpha Landfill. As concluded in the PEIR, implementation of the Housing Element would not result in any significant impacts to solid waste landfill capacity.

#### **4.17.2 Analysis of Project Changes**

The analysis in this section is based partly on the Conceptual Water Quality Management Plan prepared by Hunsaker and Associates Irvine, Inc. (February 21, 2013), which is included as Appendix H to this Addendum.

Would the proposed project:

**a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The PEIR concluded that impacts associated with wastewater facilities would be less than significant with future implementation of development projects anticipated under the Housing Element. The proposed project would reduce the number of dwelling units on site by 40 dwelling units compared to what was considered in the Housing Element PEIR, reducing the amount of wastewater generated. Therefore, as determined in the Housing Element PEIR, there is adequate remaining capacity at the Orange County Sanitation District wastewater treatment facilities to serve the proposed project.

Therefore, no new impacts on wastewater treatment would occur as a result of the proposed project that have not already been identified and analyzed in the PEIR, and the less than significant level of impact remains unchanged for the proposed project.

**b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** As concluded in the PEIR, no additional water treatment facilities or wastewater treatment facilities were determined to be required to meet water and wastewater demands associated with future development that would be accommodated under the Housing Element. Due to the reduction of 40 dwelling units on the project site from what was considered by the PEIR, the proposed project would reduce water and wastewater demand and would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

In addition, the City is required to review development proposals and amendments, in consultation with the YLWD, for their consistency with water infrastructure requirements established in development plans and agreements and to ensure that sufficient water infrastructure capacity is available to serve a new development prior to approval of the project. The proposed project would be subject to this review process prior to issuance of grading permits, thereby ensuring that the proposed project is consistent with the impacts identified in the Housing Element PEIR. Therefore, the less than significant level of impact remains unchanged for the proposed project.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See responses to Sections 4.9.2(c), (d), and (e), above.

The proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** According to the WSA prepared for the Housing Element, the projected water demand associated with implementation of the Housing Element, including the 122 dwelling units on the project site, was accounted for in YLWD's most recently adopted UWMP. Implementation of the Housing Element would result in approximately 1,100 service connections and increased demand by approximately 553 acre-feet per year, both of which are below the limits outlined in the UWMP. As concluded in the PEIR, sufficient water supplies would be available to serve the future development that would be accommodated by the Housing Element from existing entitlements and resources, and water supply impacts were considered to be less than significant.

Since the proposed project includes a reduction of 40 dwelling units from what was considered by the PEIR, impacts to water supply would be reduced. Additionally, all landscape areas of the proposed project would be required to meet landscape water efficiency requirements, including the provision of drought-tolerant plants and water-efficient irrigation systems, as outlined in Chapter 16.12 (Water Efficient Landscape Regulations) of the City's Municipal Code. The proposed project would also be required to comply with the provisions of the 2010 Green Building Standards Code, which contains requirements for indoor water use reduction and site irrigation conservation.

Therefore, the proposed project is consistent with the development considered for the project site and is consistent with the scope of impacts that the PEIR analyzed in regard to water supply, and no impacts beyond those in the PEIR would occur due to implementation of the project. Therefore, the proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact remains unchanged for the proposed project.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.17.2(a), above.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The proposed project would be required to comply with all federal, State, and local statutes and regulations related to solid waste. Additionally, the proposed project would not affect the City's ability to meet the required AB 939 (Integrated Solid Waste Management Act of 1989; PRC 40050 et seq.) waste diversion requirements because there is a proposed reduction of 40 dwelling units and associated reduction in waste compared to the project considered by the Housing Element PEIR.

Therefore, the proposed project is consistent with the impacts identified in the Housing Element PEIR, and the less than significant level of impact remains unchanged from that cited in the Housing Element PEIR.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** See response to Section 4.17.2(f), above.

The proposed project would comply with any applicable federal, State, and local statutes and regulations related to solid waste.

#### **4.17.3 Mitigation Measures**

The PEIR did not recommend mitigation measures as no significant impacts were identified. The PEIR was reviewed to determine whether or not changes to the proposed project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the PEIR are required. Therefore, no mitigation measures are required for impacts associated with Utilities and Service Systems.

### **4.18 MANDATORY FINDINGS OF SIGNIFICANCE**

#### **4.18.1 Certified Housing Element PEIR**

The PEIR indicated that the 14 sites that were selected for rezoning (including the project site) were not subject to any applicable habitat conservation plan or natural community conservation plan. Additionally, no habitat areas are designated as being located in or adjacent to the rezoned site areas,

according to the General Plan Recreation/Resources Element (Exhibit RR-4, Sensitive Natural Resources).

The PEIR concluded that significant and unavoidable impacts would occur related to cumulative air quality and transportation and traffic. Additionally, cumulatively considerable and unavoidable impacts would result related to population and housing. As a result, findings and a statement of overriding considerations was adopted for the Housing Element PEIR.

#### 4.18.2 Analysis of Project Changes

Would the proposed project:

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The PEIR considered the proposed project's impacts (aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and utilities) where effects had the potential to degrade the quality of the environment as a result of the implementation of the Housing Element. The proposed project would result in incremental impacts that are part of a series of approvals that were anticipated under the Housing Element PEIR. The Housing Element PEIR determined that air quality, population and housing, and transportation and traffic impacts were significant and unavoidable. A statement of overriding considerations was, therefore, adopted for these impacts. Other impacts were determined to be less than significant after the application of existing regulations and mitigation measures. Still other areas were determined not to have a significant effect on the environment and, therefore, required no mitigation.

As a result of the analysis provided in this Addendum, the proposed project would not result in any new or more severe impacts that were not previously considered and analyzed in the PEIR. Where applicable, mitigation measures identified in the Housing Element PEIR would be conditioned to be a part of the proposed project's development approvals to ensure that impacts would be mitigated to less than significant or to the extent feasible.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The PEIR analyzed the proposed project's cumulative impacts where effects had the potential to result in cumulatively significant impacts as a result of the implementation of the Housing Element, and it was determined that cumulative population and housing impacts were significant and

unavoidable. As a result, a statement of overriding considerations was adopted for the Housing Element PEIR. The proposed project would not change the location or boundary of the originally considered project site and would reduce the number of dwelling units by 40. Therefore, the proposed project would not result in any additional cumulative impacts that were not already examined in the Housing Element PEIR and addressed by the previously adopted findings and statement of overriding consideration. Therefore, the proposed project is considered to be consistent with the impacts identified by the Housing Element PEIR.

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

**Less Than Significant Impacts/No Changes or New Information Requiring Preparation of an EIR.** The PEIR analyzed the proposed project's impacts where effects had the potential to adversely affect human beings as a result of the implementation of the General Plan Update. The PEIR determined that air quality, traffic and transportation, and cumulative impacts associated with population and housing were significant and unavoidable. As a result, a statement of overriding considerations was adopted for these impacts. The proposed project would not change the location or boundary of the originally considered project site and would reduce the number of dwelling units by 40. Therefore, the proposed project does not result in any new impacts that were not previously considered and analyzed in the Housing Element PEIR and addressed by the previously adopted findings and statement of overriding consideration that would further affect human beings. Therefore, the proposed project is consistent with impacts identified by the PEIR.

#### **4.18.3 Mitigation Measures**

Based on the proposed project, the PEIR was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. The PEIR recommended mitigation measures throughout the document to reduce significant impacts to less than significant levels. Given the analysis and information provided above, no changes to the analysis found in the PEIR are required.

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**APPENDIX A**  
**ENVIRONMENTAL ANALYSIS CHECKLIST**

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**APPENDIX B**  
**CALEEMOD CALCULATIONS**

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**APPENDIX C**  
**FOCUSED TRAFFIC ASSESSMENT**

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**APPENDIX D**  
**TREE STUDY**

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**APPENDIX E**  
**CULTURAL RECORDS SEARCH LETTER**

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**APPENDIX F**  
**GEOTECHNICAL INVESTIGATION**

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**APPENDIX G**

**PHASE I ENVIRONMENTAL SITE ASSESSMENT**

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**APPENDIX H**

**CONCEPTUAL WATER QUALITY MANAGEMENT PLAN**

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# APPENDIX I

## NOISE CALCULATIONS

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