



## CITY OF ANAHEIM NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

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**NOTICE IS HEREBY GIVEN** that the City of Anaheim is considering a recommendation that the project herein identified will have no significant environmental impact in compliance with Section 15070 of State of California Environmental Quality Act (CEQA) guidelines. A copy of the **MITIGATED NEGATIVE DECLARATION** (MND) and the **INITIAL STUDY** which supports the proposed findings are on file at the City of Anaheim.

**Project Title:** Lincoln Avenue Widening Project (from East Street to Evergreen Street)

**Project Applicant:** City of Anaheim Department of Public Works

**Project Location:** The Proposed Project is located along an approximate 2,700 foot segment of Lincoln Avenue between East Street and Evergreen Street, south of State Route 91 (SR-91) and west of State Route 57 (SR-57) in the City of Anaheim.

**Project Description:** The proposed project will widen Lincoln Avenue from a four to six-lane divided facility within the project limits. The scope includes the removal of existing improvements, clearing and grubbing, excavation, placement of new AC pavement, construction of concrete curb and gutter, driveways, access ramps, sidewalks, bus pads, drainage system improvements, relocation of existing facilities, installation of a traffic signal at the intersection of Lincoln Avenue and La Plaza, traffic signal modifications, signing, striping, and landscaping. Landscaped medians along Lincoln Avenue and along the project roadways would include drought-tolerant and low-maintenance plantings and trees.

The Proposed Project would result in partial acquisition of several parcels as shown below. Affected properties are identified below by Assessor's Parcel Number (APN):

**Partial Acquisition:**

035-334-32, 035-334-31, 035-334-30, 035-334-29, 035-271-19, 037-173-27, 037-173-26, 037-253-04, 037-253-06, 037-253-23, 037-253-24

**Environmental:** Mitigation Measures have been identified for the proposed project.

**Public Review:** A public information meeting will be held on November, 17, 2016 at 6:00p.m. at the Downtown Anaheim Community Center, 250 E. Center Street, Anaheim 92805. The public review and comment period for the Initial Study/Mitigated Negative Declaration is from November 10, 2016 to November 30, 2016.

The Mitigated Negative Declaration and Initial Study will be available for public review on the City of Anaheim's website ([www.anaheim.net](http://www.anaheim.net), go to the Planning Department and click on the link to Current Environmental Documents) and at the following locations:

City of Anaheim  
Planning Department  
200 South Anaheim Blvd.  
Anaheim, CA 92805

Anaheim Public Library  
Central Library  
500 W. Broadway  
Anaheim, CA 92805

City of Anaheim  
Public Works Department  
200 South Anaheim Blvd.  
Anaheim, CA 92805

**Adoption:** The Anaheim City Council will consider adoption of the MND for the Lincoln Avenue Widening Project (from East Street to Evergreen Street) prepared in compliance with CEQA and the State and City of Anaheim CEQA Guidelines tentatively on December 20<sup>th</sup> 2016 at 5:00 PM at the City of Anaheim Council Chambers, 200 S. Anaheim Boulevard, 1<sup>st</sup> Floor, Anaheim, California 92805.

**Comments:**

All comments should be addressed to *Cesar Carrillo, Principal Civil Engineer, City of Anaheim Public Works Department, 200 South Anaheim Boulevard, Suite 276, Anaheim, CA 92805*. If you have any questions or would like any additional information, please contact Cesar Carrillo at (714) 765-5175 or [ccarrillo@anaheim.net](mailto:ccarrillo@anaheim.net).

**INITIAL STUDY AND  
DRAFT MITIGATED NEGATIVE DECLARATION  
LINCOLN AVENUE WIDENING PROJECT  
(FROM EAST STREET TO EVERGREEN STREET)**

**November 2016**

**Lead Agency:**



**City of Anaheim  
Department of Public Works**

**Prepared for:**



**3737 Birch Street, Suite 250  
Newport Beach, CA 92660**

**Prepared by:**



**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS

**215 North 5<sup>th</sup> Street  
Redlands, CA 92374**



**DRAFT MITIGATED NEGATIVE DECLARATION  
LINCOLN AVENUE WIDENING PROJECT**

**Lead Agency:** City of Anaheim Department of Public Works

**Project Proponent:** City of Anaheim Department of Public Works

**Project Location:** The Proposed Project is located along an approximate 2,700 foot segment of Lincoln Avenue between East Street and Evergreen Street, south of State Route 91 (SR-91) and west of State Route 57 (SR-57) in the City of Anaheim.

**Project Description:** The Proposed Project would improve the Level of Service (LOS) for a segment of Lincoln Avenue between East Street and Evergreen Street. Lincoln Avenue serves as a major east/west arterial and is classified as a primary arterial by the City of Anaheim's General Plan Circulation Element. Currently this segment of Lincoln Avenue is a four-lane divided roadway.

The Proposed Project would widen an approximate 2,700 foot segment of Lincoln Avenue from East Street to Evergreen Street and convert this segment of Lincoln Avenue from a four to a six-lane divided arterial.

The Proposed Project would improve the transition at the west boundary of the project alignment by matching the 6-lane divided improvements previously constructed by the City of Anaheim. The Proposed Project would convert the existing eastbound right turn lane at the Lincoln/East Street intersection to a shared thru/right-turn lane. This conversion would result in a continuous 6-lane roadway cross-section for a 1.5 mile segment between Evergreen Street and Harbor Boulevard.

On-street parking spaces within the project limits would be removed as a result of the Proposed Project. The widening of Lincoln Avenue would require the removal of these spaces for increased capacity to enhance roadway operations, reduce vehicle travel times, and fuel consumption.

The Proposed Project includes, but is not limited to, roadway widening, traffic signal modifications, street lighting relocation, striping and signing, landscape and irrigation, and drainage structure improvements. To accommodate the proposed improvements, the City intends to acquire approximately 3,400 square feet (s.f.) of right-of-way comprising of 11 partial takes (no full takes) and the removal/modification of six roof overhangs. The proposed partial takes are listed in Table 1 below.

**Table 1. Right-of-Way Acquisition**

	<b>AP Number</b>	<b>Use</b>	<b>Acquisition Area (S.F.)</b>
<b>1</b>	37-173-27	Eastern Dental/ American Roofing	300
<b>2</b>	37-173-26	Sandman Motel	450
<b>3</b>	35-334-29	Residential	180
<b>4</b>	35-334-30	Residential	180
<b>5</b>	35-334-31	Residential	180
<b>6</b>	35-334-32	Residential	217
<b>7</b>	37-253-04	Moore Upholsterer	172
<b>8</b>	37-253-06	Parkview Healthcare Center	297
<b>9</b>	37-253-23	The Dental Center	376
<b>10</b>	37-253-24	Anchor Motel	396
<b>11</b>	35-271-19	Residential	180

Construction would begin in summer 2017 and would take approximately five months to complete.

**Proposed Finding:** Based on the information contained in the attached Initial Study, the City of Anaheim finds that there would not be a significant effect to the environment because the mitigation measures described herein would be incorporated as part of the Proposed Project.

**Public Review Period:** November 10, 2016 to November 30, 2016

**Mitigation Measures Incorporated into the Project to Avoid Significant Effects:**

**Air Quality**

To reduce potentially significant impacts to air quality, the following mitigation measure will be implemented:

**AQ-1:** During construction, all rubber tired dozers and graders shall be California Air Resources Board (CARB) certified Tier 3 or better.

**Biological Resources**

To reduce potentially significant impacts to nesting birds, the following mitigation measure will be implemented:

**B-1:** To avoid take of any species protected under the Migratory Bird Treaty Act (MBTA), if construction activities occur within the bird breeding season (February 15 through September 15) then a pre-construction nesting bird survey shall be conducted no more than 30 days prior to the start of construction by a qualified biologist. The nest survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project activities such as noise, human activity, dust, etc. If active nests are found on or immediately adjacent to the project site, then the qualified biologist will establish an appropriate buffer zone around the active nests, typically a 300-foot radius for songbirds and a 500-foot radius for raptors. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active by the biologist. The monitoring biologist will monitor the nest(s) during construction and document any

findings. Once the monitoring biologist determines that the nest is no longer active then the buffer area would no longer be in effect.

Implementation of the above mitigation measure will reduce impacts to biological resources to a less-than-significant level.

### **Cultural Resources**

To reduce potentially-significant impacts to cultural resources, the following mitigation measure will be implemented:

**CR-1:** In the event that any archaeological materials are encountered during ground-disturbing Project-related activities, all activities must be suspended in the vicinity of the find. An archeologist shall be obtained and empowered to halt or divert ground-disturbing activities. A plan must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. If determined to be of scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the recovered materials shall be determined by the City of Anaheim.

Implementation of the above mitigation measure will reduce impacts to cultural resources to a less-than-significant level.

### **Hazards and Hazardous Materials**

To reduce potentially-significant impacts to the emergency response plan or emergency evacuation plan, the following mitigation measure shall be implemented:

**HM-1:** Prior to any lane closures, the City of Anaheim (or its contractor) shall prepare a Traffic Control Plan that is submitted for review and approval to the Public Works Department to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain the flow traffic.

Implementation of the above mitigation measure will reduce impacts to a less-than-significant level.

### **Noise**

To reduce potentially-significant noise and vibration impacts, the following mitigation measure shall be implemented:

**N-1:** During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**N-2:** The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site (i.e., to the center) during all project construction.

**N-3:** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 7:00 p.m. on any day). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

**N-4:** The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 50 feet of the existing off-site residential homes during project construction. Instead, small rubber-tired bulldozers shall be used within 50 feet of nearby sensitive receiver locations during project construction.

**N-5:** The construction contractor shall utilize an asphalt rubber hot mix (ARHM) overlay to reduce the noise levels associated with vehicle tires traveling over pavement on Lincoln Avenue between East Street and Evergreen Street.

Implementation of the above mitigation measures will reduce noise and vibration impacts to a less-than-significant level.

### **Paleontological Resources**

To reduce potentially-significant impacts to paleontological resources, the following mitigation measure shall be implemented:

**PR-1:** The City of Anaheim Public Works Department (or its contractor) shall ensure that any substantial excavations in the project area below the uppermost layers, be closely monitored by a qualified paleontological monitor to quickly and professionally collect any specimens without impeding development. Also, sediment samples shall be collected and processed to determine the small fossil potential in the project area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

Implementation of the above mitigation measure will reduce impacts to paleontological resources to a less-than-significant level.

### **Tribal Cultural Resources**

To reduce potentially-significant impacts to tribal cultural resources, the following mitigation measure shall be implemented:

**TCR-1:** Native American Consultation and Monitoring. The City of Anaheim Public Works Director, or designee, shall provide the Gabrieleño Band of Mission Indians – Kizh Nation with the Project grading plan for review prior to construction. The need for Native American Monitoring of ground-disturbing activities shall be evaluated and agreed to by the Public Works Director, tribal representatives, and a professional archeologist.

Implementation of the above mitigation measure will reduce impacts to tribal cultural resources to a less-than-significant level.



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(FROM EAST STREET TO EVERGREEN STREET)**

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## SECTION 1

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### BACKGROUND

#### 1.1 Summary

<b>Project Title:</b>	Lincoln Avenue Widening Project (from East Street to Evergreen Street)
<b>Lead Agency Name and Address:</b>	City of Anaheim Department of Public Works 200 S. Anaheim Boulevard, Suite 276 Anaheim, CA 92805
<b>Contact Person and Phone Number:</b>	Cesar Carrillo (714) 765-5175; CCarrillo@anaheim.net
<b>Project Location:</b>	Lincoln Avenue between East Street and Evergreen Street, south of State Route 91 (SR-91) and west of State Route 57 (SR-57) in the City of Anaheim
<b>Project Sponsor's Name and Address:</b>	City of Anaheim Department of Public Works 200 S. Anaheim Boulevard., Suite 276 Anaheim, CA 92805
<b>General Plan Designation:</b>	Road Right-of-Way, Low Density Residential, Medium Density Residential, Low Medium Density Residential, School
<b>Zoning:</b>	Road Right-of-Way, General Commercial (C-G), Multiple- Family Residential (RM-3, up to 18 units/acre), Multiple Family Residential (RM-4, up to 36 units/acre), Single-Family Residential (RS-2, 7,200 s.f. min. lot size), O-L Low Intensity Office

#### 1.2 Introduction

The City of Anaheim Department of Public Works is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Proposed Project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

### **1.3 Surrounding Land Uses/Environmental Setting**

The Proposed Project is the widening of an approximate 2,700 linear foot segment of Lincoln Avenue from East Street to Evergreen Street in the City of Anaheim, Orange County, California (Figures 1 and 2). The land uses surrounding (north/south) this segment of Lincoln Avenue include Low Density Residential, Medium Density Residential, Low Medium Density Residential, and School. The City of Anaheim is located approximately 35 miles southeast of downtown Los Angeles. The purpose of the Proposed Project is to improve the level of service (LOS) and increase the vehicular capacity of this segment of Lincoln Avenue. Currently this segment of Lincoln Avenue is a four-lane divided roadway. Proposed improvements would include, but are not limited to, roadway widening, traffic signal modifications, street lighting relocation, striping and signing, landscape and irrigation, and drainage structure improvements to accommodate the proposed widening.



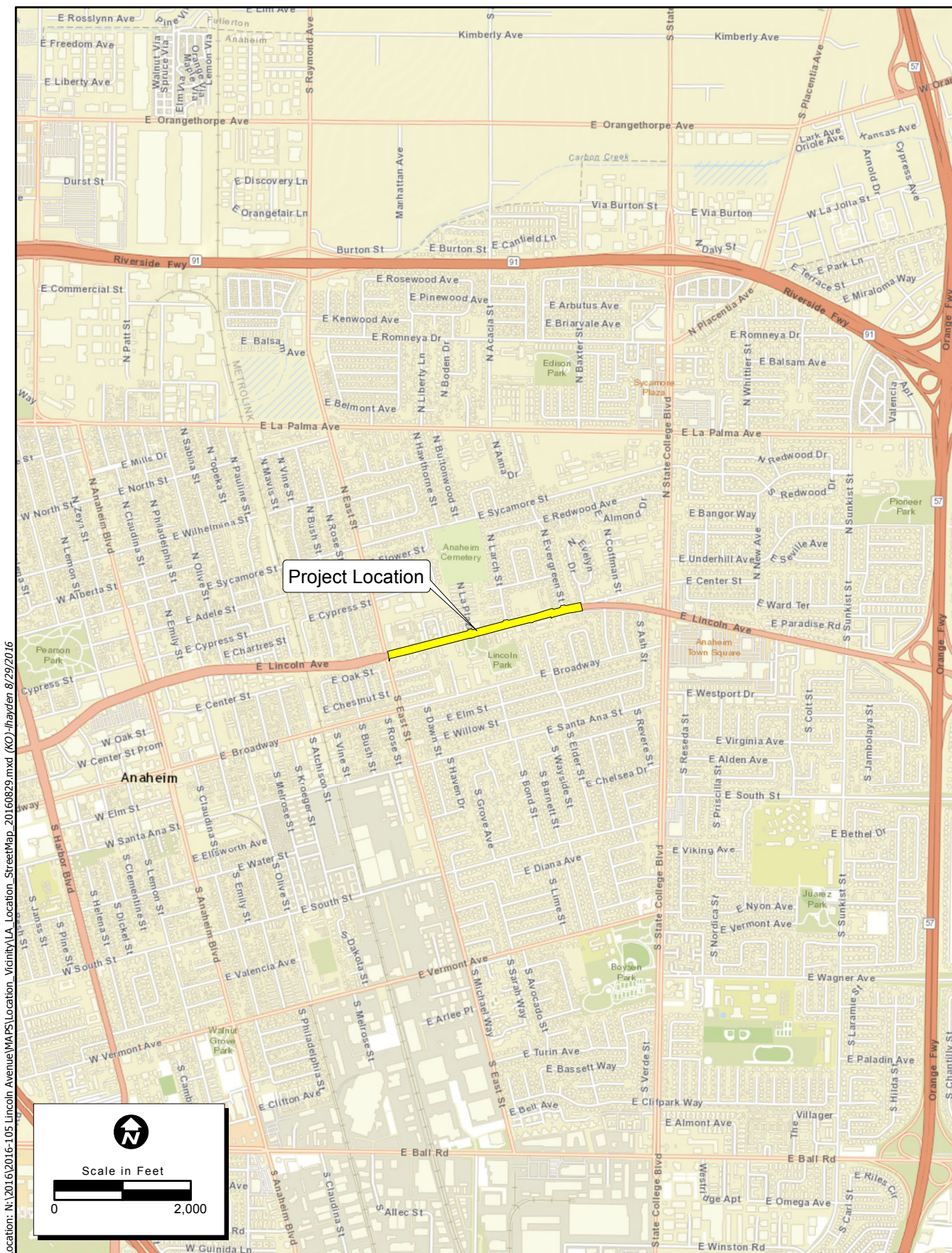
Location: N:\2016\2016-105 Lincoln Avenue\MAPS\Location\_Vicinity.mxd (CO) KOrtega 7/21/2016

Map Date: 7/21/2016  
 Service Layer Credits: Sources: Esri, USGS, NOAA

**Figure 1. Project Vicinity**

2016-105 Lincoln Avenue

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Map Date: 8/29/2016  
 ESRI World Street Map, accessed 8/2016



**Figure 2. Project Location**  
 2016-105 Lincoln Avenue

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## SECTION 2

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### PROJECT DESCRIPTION

#### 2.1 Project Background

Lincoln Avenue serves as a major east/west arterial and is classified as a primary arterial by the City of Anaheim's General Plan Circulation Element.

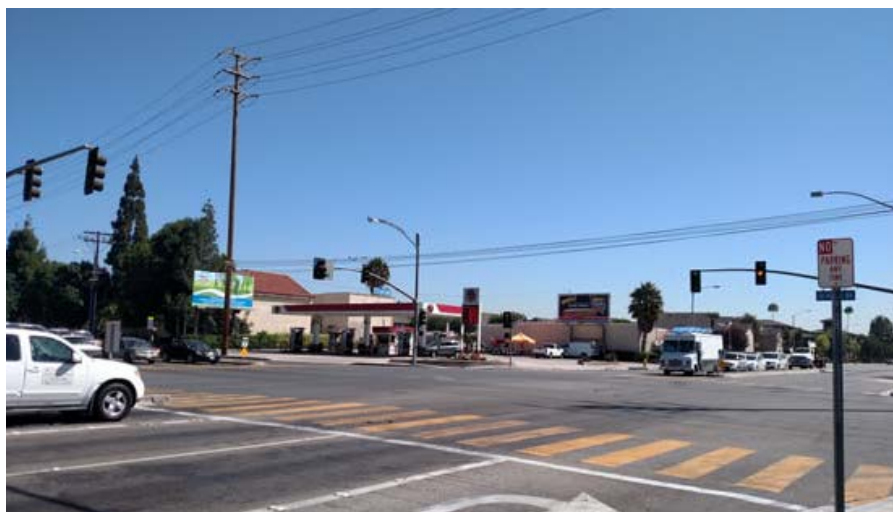
#### 2.2 Project Characteristics

The Proposed Project would widen an approximate 2,700 linear foot segment of Lincoln Avenue from East Street to Evergreen Street and convert this segment of Lincoln Avenue from a four to a six-lane divided arterial.

The Proposed Project would improve the transition at the west boundary of the project alignment by matching the 6-lane divided improvements previously constructed by the City of Anaheim. The Proposed Project would convert the existing eastbound right turn lane at Lincoln/East Street intersection to a shared thru/right-turn lane. This conversion would result in a continuous 6-lane roadway cross-section for a 1.5 mile segment between Harbor Boulevard to Evergreen Street (the eastern project limit). Lincoln Avenue would then turn into a two-lane eastbound and three-lane westbound roadway.

On-street parking spaces within the project limits would be removed as a result of the Proposed Project. The widening of Lincoln Avenue would require the removal of these spaces for increased capacity to enhance roadway operations, reduce vehicle travel times, and fuel consumption.

The Proposed Project includes, but is not limited to, roadway widening, traffic signal modifications, street lighting relocation, striping and signing, landscape and irrigation, and drainage structure improvements. To accommodate the proposed improvements, the City intends to acquire approximately 3,400 square feet (s.f.) of right-of-way comprising of 11 partial takes (no full takes) and the removal/modification of six roof overhangs.



From Intersection of Lincoln Avenue and East Street Facing East



From Evergreen Street Facing West

### **2.3 Project Location**

The Proposed Project is located along an approximate 2,700 foot segment of Lincoln Avenue between East Street and Evergreen Street, south of State Route 91 (SR-91) and west of State Route 57 (SR-57) in the City of Anaheim.

### **2.4 Project Timing**

Construction would begin in summer 2017 and would take approximately five months to complete.

### **2.5 Regulatory Requirements, Permits, and Approvals**

The following approvals and regulatory permits for implementation of the Proposed Project include:

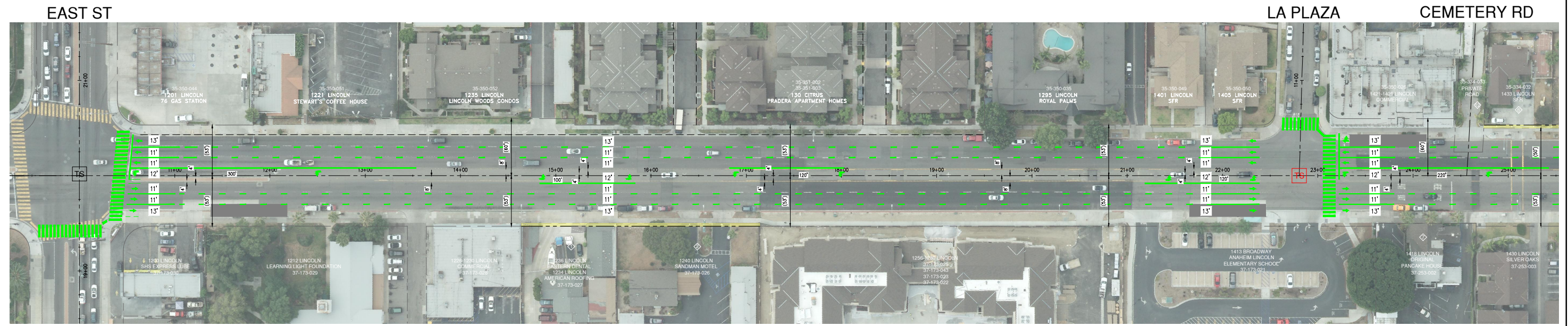
#### Regional Water Quality Control Board, Santa Ana Region

- National Pollutant Discharge Elimination System (NPDES) Permit
- Storm Water Pollution Prevention Plan (SWPPP)













#### City of Anaheim

- Adoption of the Mitigated Negative Declaration
- Right-of-Way Acquisition

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**LEGEND**

-  PROPOSED RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY ACQUISITION
-  PROPOSED CURB
-  EXISTING CURB
-  PROPOSED SIDEWALK
-  PROPOSED STRIPING
-  EXISTING SIDEWALK
-  PARKING STALL IMPACT
-  PARCEL ACQUISITION DESIGNATION
-  EXISTING TRAFFIC SIGNAL
-  PROPOSED TRAFFIC SIGNAL

Map Date: 9/22/2016  
 Photo (or Base) Source: AndersonPenna 2016

**Figure 3. Site Plan (1 of 2)**

2016-105 Lincoln Avenue

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**LEGEND**

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY ACQUISITION
- PROPOSED CURB
- EXISTING CURB
- PROPOSED SIDEWALK
- PROPOSED STRIPING
- EXISTING SIDEWALK
- PARKING STALL IMPACT
- ◇ PARCEL ACQUISITION DESIGNATION
- TS EXISTING TRAFFIC SIGNAL
- TS PROPOSED TRAFFIC SIGNAL

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Photo (or Base) Source: AndersonPenna 2016

**Figure 3. Site Plan (2 of 2)**

2016-105 Lincoln Avenue

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### **SECTION 3**

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## **ENVIRONMENTAL CHECKLIST**

The environmental checklist follows this page. The responses to each of the checklist questions are provided in a narrative summary for each environmental issue.

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Initial Study and Draft Mitigated Negative Declaration  
Lincoln Avenue Widening Project (from East Street to Evergreen Street)



**CITY OF ANAHEIM**  
**1. ENVIRONMENTAL CHECKLIST FORM**

*Form Revision Date: 9/16/2015*

**SITE ADDRESS:** Lincoln Avenue from East Street to Evergreen Street, City of Anaheim, Orange County, California

**PROJECT NAME:** Lincoln Avenue Widening Project (from East Street to Evergreen Street)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature of City of Anaheim Representative

*Cesar Carrillo, Principal Engineer*  
Printed Name/Title

Date

Phone No.

*11/8/16*

*714-745-5175*

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 2) A list of “Supporting Information Sources” must be attached and other sources used or individuals contacted should be cited in the Narrative Summary for each section.
- 3) Response Column Heading Definitions:
  - a) **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
  - b) **Potentially Significant Unless Mitigation Incorporated** applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact”. The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
  - c) **Less Than Significant Impact** applies where the project creates no significant impacts, only Less Than Significant impacts.
  - d) **No Impact** applies where a project does not create an impact in that category. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 4) Earlier analyses may be used where, pursuant to a tiering, program EIR, Master EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15062(c)(3)(D)). In this case, a brief discussion should identify the following:
  - a) **Earlier Analysis Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated”, describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 5) Incorporate into the checklist any references to information sources for potential impacts (e.g., the General Plan, zoning ordinance). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 6) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

Initial Study and Draft Mitigated Negative Declaration  
Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS -- Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p><b>a) Have a substantial adverse effect on a scenic vista?</b></p> <p><i>No Impact.</i> The Proposed Project is located in an urbanized area of the City of Anaheim. The topography of the surrounding area is relatively flat and there are no significant natural features within the Proposed Project vicinity. The area surrounding the Proposed Project is developed with commercial and residential uses. There are no designated scenic vistas within the Proposed Project site or in the vicinity (City of Anaheim 2004a). No impact would occur.</p>				
<p><b>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway or local scenic expressway, scenic highway, or eligible scenic highway?</b></p> <p><i>No Impact.</i> The intent of the California Scenic Highway Program is to enhance the State's natural beauty and protect California's economic and social resources. Scenic Highways are transportation corridors where visual intrusions would impact views of natural beauty from the highway. The Proposed Project is not located within a state scenic highway, local scenic expressway, or eligible scenic highway (Caltrans 2016; City of Anaheim 2004a). The Riverside (SR-91) Freeway, between SR-55 and Weir Canyon Road is officially designated as a Scenic Highway. This Scenic Highway segment is located approximately 3.9 miles east of the project site. In addition, the Proposed Project would not impact any historic buildings or rock outcroppings. No impact would occur.</p>				
<p><b>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</b></p> <p><i>Less than Significant Impact.</i> The visual character of the site and its surroundings would remain relatively unchanged with construction of the road widening. The Proposed Project would widen an approximately 2,700 foot segment of Lincoln Avenue from East Street to Evergreen Street. The project would convert this segment of Lincoln Avenue from a four to a six-lane divided arterial. To accommodate the proposed improvements, the City intends to acquire approximately 3,900 square feet (s.f.) of right-of-way comprising of 11 partial takes (no full takes). This would involve partial property takes and the removal/modification of six roof overhangs. The physical character of the structures along the road alignment would not substantially change. A less than significant impact would occur.</p>				
<p><b>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</b></p> <p><i>No Impact.</i> The Proposed Project area contains existing street lighting. The existing street lights would be replaced with Light-emitting diode (LED) lighting. No nighttime construction is proposed. The Proposed Project would not create new sources of substantial light or glare because the existing street lighting scheme would remain. No impact would occur.</p>				

Initial Study and Draft Mitigated Negative Declaration  
 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURE &amp; FOREST RESOURCES</b> -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b><u>Narrative Summary:</u></b></p> <p><b>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</b></p> <p><i>No Impact.</i> The Proposed Project site is located mostly on the right-of-way (ROW) along Lincoln Avenue between East Street and Evergreen Street. The areas of the site where ROW is to be acquired from the surrounding properties are designated as Low Residential, Medium Residential, Low Medium Residential, and School by the City of Anaheim General Plan (City of Anaheim 2004a). The California Farmland Mapping and Monitoring Program, Important Farmlands Map for Orange County designates the project site as Urban and Built-Up Land. The project site is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, thus, the Proposed Project would not convert such farmland to non-agricultural use (CDC 2016). No impact would occur.</p> <p><b>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</b></p> <p><i>No Impact.</i> The Proposed Project is zoned as a Road ROW, with portions of the project site zoned as general commercial "GC", RM-3 Multiple-Family Residential (up to 18 units/acre), RM-4 Multiple Family Residential (Up to 36 units/acre), RS-2 Single-Family Residential (7,200 s.f. min. lot size), and O-L Low Intensity Office. The Proposed Project site is not under a Williamson Act contract (County of Orange 2005). Therefore, the Proposed Project would not result in a conflict with an agricultural zoning designation or a Williamson Act contract. No impact would occur.</p>				

**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 site is not zoned for forest land, timberland, or timberland production (City of Anaheim 2011). The Proposed Project site is currently developed and does not contain forestland or timberland. Surrounding areas are developed with commercial and residential land uses. No impact would occur.

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

*No Impact.* The Proposed Project site is not zoned for forest land, timberland, or timberland production (City of Anaheim 2011). The Proposed Project site is currently developed and does not contain forestland or timberland. Surrounding areas are developed with commercial and residential land uses. No impact would occur.

**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.* The Proposed Project site and the surrounding properties are not currently used for agriculture. The Proposed Project would not result in the conversion of forest land to non-forest use. No impact would occur.

Initial Study and Draft Mitigated Negative Declaration  
 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p>The project site is located within the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB encompasses a 6,745 square mile sub-region of the SCAQMD and includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.</p> <p>Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The air quality in the region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), and particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>) are not equaled or exceeded at any time in any consecutive three-year period; and the federal standards (other than O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O<sub>3</sub> standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.</p> <p>The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2015, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO<sub>2</sub>, SO<sub>2</sub>, CO, sulfates or lead (Urban Crossroads 2016a). See Table 3-1 for attainment designations for the SCAB.</p>				

**Table 3-1. Attainment Status of Criteria Pollutants in the SCAB**

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Attainment
Lead <sup>1</sup>	Attainment	Attainment

Source: Urban Crossroads 2016a

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

**No Impact.** The project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet state and federal ambient air quality standards. The Final 2012 AQMP was adopted by the AQMD Governing Board on December 7, 2012. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. In June 2016, the AQMD released the draft 2016 AQMP for public review. As the draft 2016 AQMP has not been formally adopted by the AQMD, the Project's consistency with the AQMP will be determined using the 2012 AQMP as discussed below.

- Consistency Criterion No. 1: The Proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated as part of the Proposed Project LST analysis, the Proposed Project's regional and localized construction-source emissions would not exceed applicable LSTs, and a less than significant impact would occur.

On the basis of the preceding discussion, the Proposed Project is determined to be consistent with the first criterion (Urban Crossroads 2016a; Appendix A).

- Consistency Criterion No. 2: The Proposed Project would not exceed the assumptions in the AQMP based on the year of Project build-out phase.

The 2012 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the General Plan is considered to be consistent with the AQMP.

The Proposed Project would not result in or cause NAAQS or CAAQS violations. The Proposed Project consists of the widening of Lincoln Avenue from East Street to Evergreen Street and not a land use development. The Proposed Project is therefore considered to be consistent with the AQMP (Urban Crossroads 2016a; Appendix A).

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

*Less Than Significant Impact with Mitigation.* Construction activities associated with the Proposed Project would result in emissions of CO, volatile organic compounds (VOCs), NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from construction activities associated with the road widening and site improvements of the Proposed Project.

**Construction**

Construction is expected to last approximately 5 months from July 2017 through November 2017. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The associated activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. The site specific construction fleet may vary due to specific project needs at the time of construction. Please refer to specific detailed modeling inputs/outputs contained in the Air Quality Report (Urban Crossroads 2016a; Appendix A).

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. It is assumed that the Proposed Project would not require the import/export of soil.

The Proposed Project would require demolition of existing roadways and partial removal/modification of six building overhangs. Based on CalEEMod model defaults, the Proposed Project would produce approximately 331 tons of waste material.

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on information CalEEMod model defaults.

The emissions summary of overall construction without Best Available Control Measures (BACMs) are summarized in Table 3-2. Under the assumed scenarios, emissions resulting from the Proposed Project construction would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutant.

**Table 3-2. Emissions Summary of Overall Construction (Without BACMs)**

Year	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>24.32</b>	<b>51.83</b>	<b>40.30</b>	<b>0.04</b>	<b>8.64</b>	<b>5.24</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Urban Crossroads 2016a

**Impacts Without Mitigation**

Table 3-3 identifies the unmitigated localized impacts at the nearest receptor location in the vicinity of the Proposed Project. Emissions during the grading/excavation phase of construction activity would exceed the applicable thresholds for emissions of PM<sub>10</sub> and PM<sub>2.5</sub>.



**Table 3-3. Localized Significance Summary Construction (Without Mitigation)**

On-site Grading/Excavation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>35.98</b>	<b>25.38</b>	<b>4.59</b>	<b>3.19</b>
SCAQMD Localized Threshold	81	485	4	3
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>

Source: Urban Crossroads 2016a

### Impacts with Mitigation

Table 3-4 identifies the mitigated localized impacts at the nearest receptor location in the vicinity of the Project. After implementation of Mitigation Measure AQ-1, emissions during the site preparation phase and grading phase of construction activity would not exceed the applicable thresholds for any criteria pollutant. Therefore, a less than significant impact would occur.

**Table 3-4. Localized Significance Summary Construction (With Mitigation)**

On-site Grading/Excavation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>20.24</b>	<b>19.94</b>	<b>3.74</b>	<b>2.43</b>
SCAQMD Localized Threshold	81	485	4	3
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: Urban Crossroads 2016a

### Operational

The Proposed Project encompasses an approximately 2,700 linear foot road segment along Lincoln Avenue within the project limits. This segment of Lincoln Avenue currently operates at a Level of Service (LOS) C. The addition of 3<sup>rd</sup> eastbound and westbound lanes on Lincoln Avenue would increase the roadway capacity by 50% resulting in improved operational characteristics of the roadway. With the added lanes, the roadway LOS would improve and operate at an acceptable service level “B” under “post 2035 General Plan Buildout” conditions. The Proposed Project would improve current roadway conditions and reduce congestion along this segment of Lincoln Avenue.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site. The Proposed Project is a roadway widening project and does not include the construction of stationary facilities that would attract mobile sources idling at the site within the project limits. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

### CO “Hot Spot” Analysis

Localized CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods.

Based on the SCAQMD’s 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, of the 9.3 parts per million (ppm) 8-hr CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO

generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. The Proposed Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

In contrast, the ambient 8-hr CO concentration within the Project study area is estimated at 1.4 ppm to 1.6 ppm. Therefore, even if the traffic volumes for the Proposed Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Proposed Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour, or 24,000 vehicles per hour where vertical and/or horizontal air does not mix, in order to generate a significant CO impact.

The busiest intersection evaluated for the “hot spot” analysis was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ( $4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$ ) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). At buildout of the Proposed Project, the highest average daily trips would be 34,670 daily trips, which is lower than the highest daily traffic volumes generated at the busiest intersection in the CO “hot spot” analysis.

The Proposed Project would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study, or based on representative BAAQMD CO threshold considerations (Urban Crossroads 2016a). Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

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

*Less than Significant Impacts with Mitigation.* The Proposed Project region is considered a nonattainment zone for National Ambient Air Quality Standards (NAAQS) for Ozone – 8 hour standard and  $\text{PM}_{2.5}$ . The Proposed Project region is also considered a nonattainment zone California Ambient Air Quality Standards (CAAQS) for Ozone (1 and 8 hour standard),  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$  (Urban Crossroads 2016a). The Proposed Project would not result in cumulatively considerable net increase of Ozone,  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$  because these emissions would occur only during construction and would be below SCAQMD thresholds with the implementation of Mitigation Measure AQ-1 (Urban Crossroads 2016a). Without the implementation of Mitigation Measure AQ-1 the grading and excavation phase of the Proposed Project would exceed the applicable thresholds for emissions of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ , as show in Table 3-3 above.

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

*Less than Significant Impact with Mitigation.* Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

Results of the localized significance thresholds (LST) analysis indicate that the Proposed Project would not exceed the SCAQMD localized significance thresholds during construction with the implementation of Mitigation Measure AQ-1 (Urban Crossroads 2016a). Therefore, sensitive receptors would not be subject to significant air quality impacts during construction of the Proposed Project. The Proposed Project would not result in a CO “hotspot” as a result of project related construction traffic, nor would the Proposed Project result in a significant adverse health impact. Impacts would be less than significant with the implementation of Mitigation Measure AQ-1.

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

*Less than Significant Impact.* The Proposed Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust during construction activities and the temporary storage of typical solid waste (refuse) associated with the Proposed Project construction activities.

The construction odor emissions would be temporary, short term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on site. The Proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Proposed Project construction would be less than significant.

**Mitigation Measure:**

**AQ-1:** During construction, all rubber tired dozers and graders shall be California Air Resources Board (CARB) certified tier 3 or better.

Initial Study and Draft Mitigated Negative Declaration  
 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES -- Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p><b>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</b></p> <p><i>No Impact.</i> The Proposed Project is located in a developed and urbanized area of the City of Anaheim. The vegetation within the Proposed Project vicinity includes a number of ornamental trees and non-native landscaping. Landscaped medians along Lincoln Avenue and along the project roadways would include drought-tolerant and low-maintenance plantings and trees. The Proposed Project would have no impacts to candidate, sensitive, or special-status species, either directly or through habitat modifications.</p>				
<p><b>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</b></p> <p><i>No Impact.</i> As previously mentioned, the Proposed Project site is located in a developed urbanized area. The vegetation includes ornamental trees and non-native landscaping. This vegetation is not considered to be riparian habitat or any other sensitive community identified in local or regional plans, policies, or regulations (County of Orange 2005). No impact would occur.</p>				

**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.* The project site does not contain any federally protected wetlands such as marshes, vernal pools, or coastal wetlands (USFWS 2016). No impact would occur.

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

*Less than Significant with Mitigation.* The project site is located in an urban developed area supporting non-native vegetation. project site does not represent and is not crossed by a significant wildlife movement corridor, nor does it contain permanent natural water sources. The vegetation within the Proposed Project vicinity includes a number of ornamental trees and non-native landscaping. Raptors and birds may use the ornamental trees during the breeding and nesting season. There is a potential for the Proposed Project to cause adverse impacts (from construction noise) to raptors and nesting birds, which are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Impacts to nesting birds would be less than significant with the incorporation of Mitigation Measure B-1.

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

*No Impact.* The Anaheim Municipal Code 18.112.070 requires a written permission for the removal of any tree. The Proposed Project would comply with of the Anaheim Municipal Code regarding tree replacement, as appropriate, and therefore would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

**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 is not located in an area subject to a habitat conservation plan or natural community conservation plan.

**Mitigation Measure:**

**B-1:** To avoid take of any species protected under the Migratory Bird Treaty Act (MBTA), if construction activities occur within the nesting bird breeding season (February 15 through September 15) then a pre-construction nesting survey shall be conducted no more than 30 days prior to the start of construction by a qualified biologist. The nest survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project activities such as noise, human activity, dust, etc. If active nests are found on or immediately adjacent to the project site, then the qualified biologist will establish an appropriate buffer zone around the active nests, typically a 300-foot radius for songbirds and a 500-foot radius for raptors.

Project activities shall be avoided within the buffer zone until the nest is deemed no longer active by the biologist. The monitoring biologist will monitor the nest(s) during construction and document any findings. Once the monitoring biologist determines that the nest is no longer active then the buffer area would no longer be in effect.

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b> -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p><b>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structures list of the Anaheim Colony Historic District Preservation Plan (April 15, 2010)?</b></p> <p><i>No impact.</i> A records search conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on May 31, 2016 for a 0.5-mile radius around the project area shows that one small area in the project area has been previously investigated for cultural resources. No cultural resources were recorded as a result of this investigation and no cultural resources have been previously recorded in the project area. Four resources from the historical period have been recorded within the 0.5-mile radius. These resources include two historic-age buildings, a portion of the Burlington Northern Santa Fe Railway, and the Kroeger-Melrose Historic District which has been evaluated as eligible for the National Register of Historic Places (NRHP). The Anaheim Colony Historic District, designated by the City of Anaheim, is adjacent to the project area to the west. There is a Qualified Historic Structures List for the District (List), but no buildings or structures in the project area are on the List (ECORP 2016).</p> <p>There are 48 properties adjacent to the segment of Lincoln Avenue in the project area. The Proposed Project would result in minor property takes to 11 of these properties. There is a potential for direct impacts to the 11 properties with takes and for indirect impacts (changes in setting) to all 48 properties.</p> <p>Twenty-two of the 48 properties have buildings that are more than 50 years old (are from the historic period). In addition, the segment of Lincoln Avenue between East Street and Evergreen Street was originally surveyed as a street in 1857. The 22 properties with historic period buildings and the segment of Lincoln Avenue are listed below:</p>				

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**Table 3-5. List of Historic Age Properties**

No.	APN	Address	Use	Year Built
1	37-173-29	1212 East Lincoln Avenue	Church/ The Learning Light Foundation	1952 est.
2	37-173-28	1226-1232 East Lincoln Avenue	Commercial, Retail	1957
3	37-173-27	1234-1238 East Lincoln Avenue	Commercial, Services, with 3 buildings	1956
4	37-173-26	1248 East Lincoln Avenue	Sandman Motel	1956
5	35-350-35	1295 East Lincoln Avenue	Royal Palms Apartments	1964
6	37-253-02	1418 East Lincoln Avenue	The Original Pancake House Restaurant	1910
7	35-350-26	1421 East Lincoln Avenue	Commercial, Retail	1960
8	35-334-32	1433 East Lincoln Avenue	Single-family residence	1952
9	35-334-31	1437 East Lincoln Avenue	Single-family residence	1952
10	37-253-04	1440 East Lincoln Avenue	Former Single-family residence/ H.T. Moore Upholsterers	1910 est.
11	35-334-30	1501 East Lincoln Avenue	Single-family residence	1952
12	35-334-29	1505 East Lincoln Avenue	Single-family residence	1952
13	35-334-28	1511 East Lincoln Avenue	Former Single-family residence / Palm Reader	1952
14	37-253-06	1514 East Lincoln Avenue	Commercial/ Parkview Healthcare Center	1956
15	37-253-23	1520 East Lincoln Avenue	Commercial / The Dental Center	1956
16	35-333-15	1521 East Lincoln Avenue	Single-Family Residence / Ecola Pest Control	1952/1963
17	37-253-24	1538 East Lincoln Avenue	Anchor Motel	1957
18	35-270-12	103 North Evergreen Street	Single-family residence	1952
19	35-271-19	1701 East Lincoln Avenue	Former Single-family residence/ Income Tax and Realtor	1953
20	35-281-22	1705 A/B East Lincoln Avenue	Duplex	1953
21	35-281-21	103-105 North Evelyn Drive	Duplex	1953
22	37-201-39	1716-1722 East Lincoln Avenue	Apartments	1954
23		Segment of East Lincoln Avenue	Street	1857

Source: ECORP 2016

The 22 historic-period buildings were evaluated using the eligibility criteria for the California Register of Historical Resources (CRHR). The buildings are not directly associated with events that have made significant contributions to the history of Anaheim, or Orange County, and therefore are not eligible under CRHR Criterion 1. The buildings are not associated with a historically significant individual. Building techniques are not unique and the buildings are not representative of an outstanding example of any architectural type. Therefore, the buildings are not eligible under CRHR Criterion 2 or 3. Lastly, archival research potential for the buildings have been exhausted and the buildings have not, nor have the potential to yield, information important to the prehistory or history of the local area, California, or the nation, and are not eligible under CRHR Criterion 4.

The segment of East Lincoln Avenue is not significantly associated with any historic context of importance and is not eligible under CRHR Criterion 1. No noted individuals are significantly associated with this segment of East Lincoln Avenue and it is not eligible under CRHR Criterion 2. The segment of East Lincoln Avenue consists of a heavily paved roadway with no distinctive architectural or unique engineering characteristics and is not eligible under CRHR Criterion 3. Lastly, this

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segment of East Lincoln Avenue does not have the potential to yield important information in prehistory or history and cannot provide additional historically important information that is not already represented in the archival record. As a result, this segment is not eligible under CRHR Criterion 4. The 22 historic-period buildings and the segment of East Lincoln Avenue are all not eligible for the CRHR under any criteria and are not Historical Resources as defined by CEQA regulations. Therefore, the Proposed Project will not cause a substantial adverse change in the significance of a Historical Resource as defined in §15064.5 of the CEQA Guidelines. There are no buildings or structures in the project area that are on the Qualified Historic Structures list of the Anaheim Colony Historic District.

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

***Less than Significant with Mitigation.*** A records search conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on May 31, 2016 for a 0.5-mile radius around the project area shows that one small area in the project area has been previously investigated for cultural resources. No archaeological resources were recorded as a result of this investigation and no archaeological resources have been previously recorded in or around the project area. A survey showed that the entire project area is covered by buildings, pavement, or landscaping. If any archaeological sites were present in the project area, they would have been destroyed or disturbed when Lincoln Avenue and the adjacent buildings were constructed. Also, the Proposed Project would not extend much deeper than this original ground disturbance. Therefore, the Project has little potential to impact archaeological resources. Impacts to undiscovered buried archaeological resources would be less than significant with the implementation of Mitigation Measure CR-1.

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

***Less than Significant Impact.*** No formal cemeteries are located in or near the project area and no human remains have been reported in the project vicinity, based on the records search from the SCCIC. Most Native American human remains are found in prehistoric archaeological sites, but no archaeological sites have been recorded within 0.5 mile of the project area. Therefore, the Proposed Project has little potential to disturb human remains.

In the event that evidence of human remains is discovered, construction activities within 200 feet of the discovery will be halted or diverted and the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. State law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (Assembly Bill 2641). If the Coroner determines the remains are Native American, the Coroner notifies the Native American Heritage Commission which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The City will consult with the MLD regarding appropriate treatment for the Native American human remains.

**Mitigation Measure:**

**CR-1:** In the event that any archaeological materials are encountered during ground-disturbing Project-related activities, all activities must be suspended in the vicinity of the find. An archeologist shall be obtained and empowered to halt or divert ground-disturbing activities. A plan must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. If determined to be of scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the recovered materials shall be determined by the City of Anaheim.



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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS -- Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
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.				
<p><i>Less than Significant Impact.</i> The City of Anaheim is not designated as a city affected by an Alquist-Priolo Earthquake Fault Zone (CDC 2016b). According to the City of Anaheim General Plan EIR, the nearest faults to the project site are the El Modeno Fault located approximately 1.5 miles to the east of the project site, the Peralta Hills Fault located approximately 5 miles southeast of the project site, and the Whittier Fault located approximately 9.5 miles northeast of the project site. The nearest Alquist-Priolo Earthquake fault zone to the project site is the Whittier Fault Zone (City of Anaheim 2004b). Just like most southern California, in the event of an earthquake, strong ground shaking would occur. However, the Proposed Project would not increase the risk of exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to the rupture of a known earthquake fault because the project area is already urbanized.</p>				

**ii) Strong seismic ground shaking?**

*Less than Significant Impact.* Seismic ground shaking is common in the entire southern California region, and may occur in the event of an earthquake. Therefore, the Proposed Project area would be subject to strong seismic ground shaking. This could result in potential damage to Proposed Project features. The Proposed Project would be designed and constructed according to the seismic design criteria in the current California Building Code.

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

*No Impact.* According to the California Department of Conservation Anaheim Quadrangle Seismic Hazard Zones Map, the Proposed Project site is not located within an area where liquefaction or earthquake-induced landslides have potential to occur (CDC 1998). No impact would occur.

**iv) Landslides?**

*No Impact.* There are no hillsides in the vicinity of the Proposed Project; therefore no landslides would occur.

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

*Less than Significant Impact.* The Proposed Project footprint and surrounding area is relatively flat. Drainage structure improvements are proposed during construction that would allow for water diversion, therefore substantial erosion or any loss of topsoil is unlikely to occur. However, construction of the Proposed Project would require ground disturbing activities which can potentially result in soil erosion. During construction Best Management Practices (BMPs), included as part of the Storm Water Pollution and Prevention Plan (SWPPP) prepared for the Proposed Project, would be in place. Soil erosion impacts would be less than significant.

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

*No Impact.* As discussed in VI (a)(i) above, the geologic units and soils at the Proposed Project site are not subject to landslide, lateral spreading, or liquefaction.

**d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property?**

*Less than Significant Impact.* According to the Natural Resources Conservation Service Web Soil Survey, the soils mapped on the Proposed Project site are Metz loamy sand and San Emigdio fine sandy loam, (0 to 2 percent slopes). Both of these soils have low expansive properties and are considered somewhat excessively drained and well drained respectively (USDA 2016). The Proposed Project's engineering and construction plans, which would be in compliance with the California Building Code, would take into account the low expansive properties of the soils mapped on the site. A less than significant impact would occur.

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

*No Impact.* The Proposed Project does not include septic tanks or require the need for alternative wastewater disposal systems.

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact																													
<b>VII. GREENHOUSE GAS EMISSIONS – Would the project:</b>																																	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																													
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>																													
<b><u>Narrative Summary:</u></b>																																	
<p><b>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</b></p> <p><i>Less than Significant Impact.</i> The Proposed Project is anticipated to generate Greenhouse Gas (GHG) emissions from construction activities. The CalEEMod Version 2013.2.2 was used to calculate the GHG emissions from the Proposed Project. The Lead Agency has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO<sub>2</sub>e per year to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by numerous cities in the South Coast Air Basin and is based on the SCAQMD staff’s proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD Interim GHG Threshold. The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.</p> <p>As shown in Table 3-6, the Proposed Project would result in approximately 134.18 MTCO<sub>2</sub>e per year and would not exceed the SCAQMD/City’s screening threshold of 3,000 MTCO<sub>2</sub>e per year (Urban Crossroads 2016b). Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and no mitigation or further analysis is required.</p> <p style="text-align: center;"><b>Table 3-6. Project-Related Greenhouse Gas Emissions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left;">Emission Source</th> <th colspan="4" style="text-align: center;">Emissions (metric tons per year)</th> </tr> <tr> <th style="text-align: center;">CO<sub>2</sub></th> <th style="text-align: center;">CH<sub>4</sub></th> <th style="text-align: center;">N<sub>2</sub>O</th> <th style="text-align: center;">Total CO<sub>2</sub>E</th> </tr> </thead> <tbody> <tr> <td>Annual construction-related emissions</td> <td style="text-align: center;">133.41</td> <td style="text-align: center;">0.04</td> <td style="text-align: center;">--</td> <td style="text-align: center;">134.18</td> </tr> <tr> <td><b>Total CO<sub>2</sub>E (All Sources)</b></td> <td colspan="4" style="text-align: center;"><b>134.18</b></td> </tr> <tr> <td><b>Threshold</b></td> <td colspan="4" style="text-align: center;"><b>3,000 MTCO<sub>2</sub>e</b></td> </tr> <tr> <td><b>Significant?</b></td> <td colspan="4" style="text-align: center;"><b>NO</b></td> </tr> </tbody> </table> <p>Source: Urban Crossroads 2016b Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.</p>					Emission Source	Emissions (metric tons per year)				CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E	Annual construction-related emissions	133.41	0.04	--	134.18	<b>Total CO<sub>2</sub>E (All Sources)</b>	<b>134.18</b>				<b>Threshold</b>	<b>3,000 MTCO<sub>2</sub>e</b>				<b>Significant?</b>	<b>NO</b>			
Emission Source	Emissions (metric tons per year)																																
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E																													
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<b>Significant?</b>	<b>NO</b>																																
<p><b>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</b></p> <p><i>No Impact.</i> The Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Construction emissions for the Proposed Project would be below the GHG emissions threshold of 3,000 MTCO<sub>2</sub>e per year, as described in the SCAQMD Interim GHG Threshold (Urban Crossroads 2016b). The Proposed Project would reduce vehicle emissions through traffic flow improvements, and therefore would result in a beneficial impact.</p>																																	

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g., water quality treatment basin, constructed treatment wetlands, etc.), the operation of which could result in significant environmental effects (e.g., increased vectors and noxious odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<b>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</b>				
<p><i>Less than Significant Impact.</i> Some hazardous materials, such as diesel fuel, would be used at the site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The use of such materials would not create a significant hazard to the public. The Proposed Project would continue an existing use such that operational impacts would be the same as the existing conditions. Impacts would be less than significant.</p>				
<b>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?</b>				

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**Less than Significant Impact.** On-site storage and/or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. The potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials during roadway improvements is considered low because the handling of any such materials would be addressed through the implementation of Best Management Practices (BMP's). The Proposed Project consists of the widening of Lincoln Avenue from East Street to Evergreen Street. Daily operation of this roadway segment would not result in a new hazard to the public or the environment. Impacts would be less than significant.

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

**Less than Significant Impact.** There are two schools in the vicinity of the Proposed Project. Zion Lutheran School which is located approximately 0.12 miles north of Lincoln Avenue and Lincoln (Abraham) Elementary School along Lincoln Avenue between East Street and Evergreen Street. Some hazardous materials, such as diesel fuel, would be used during construction. The release of any spills to the environment would be prevented through the BMPs listed in the SWPPP. Impacts would be less than significant.

**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 Impact.** The Proposed Project is not located on a list of hazardous materials sites (DTSC 2016). However, the Department of Toxic Substances Control (DTSC) Envirostor Database lists one school investigation within one quarter mile of the Proposed Project at Lincoln Elementary School. Although this site is listed, DTSC required no further investigation. The Proposed Project is not designated as a hazardous material site and not listed as such pursuant to Government Code Section 65962.5. The soil on the Proposed Project site is not anticipated to be classified as a hazardous material; therefore, a less than significant impact would occur.

**e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The nearest airport to the project site is the Fullerton Municipal Airport, located approximately five miles to the northwest. Given the distance between the airport and the site there would be no safety hazards for people residing or working in the project area.

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

**No Impact.** The closest private heliport to the project site is the Orange County Steel Salvage Heliport – CL44 located at 3200 Frontera, Anaheim, CA 92806, approximately 2.5 miles east of the project site. Due to the distance of the site to the heliports, there would be no 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?**

**Less than Significant with Mitigation.** The operation of the Proposed Project would not interfere with an adopted emergency response plan. The Proposed Project would improve traffic flow through Lincoln Avenue from East Street to Evergreen Street. The construction of the Proposed Project has the potential to interfere with emergency response access to areas near the site. Impacts to emergency access would be less than significant with the incorporation of Mitigation Measure HM-1. After construction, a beneficial impact would occur because of improved emergency access to the surrounding area.

**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 Proposed Project is located in a developed area of the City of Anaheim; there are no wildlands in the vicinity.

**i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g., water quality treatment basin, constructed treatment wetlands, etc.), the operation of which could result in significant environmental effects (e.g., increased vectors and noxious odors)?**

*No Impact.* The Proposed Project would include water quality features and BMPs; however, these features would be designed to current standards. There would not be a source of stagnant water that would result in odors or attract vectors.

**Mitigation Measure:**

**HM-1:** Prior to any lane closures, the City of Anaheim (or its contractor) shall prepare a Traffic Control Plan that is submitted for review and approval to the Public Works Department to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain the flow of traffic.

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY -- Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m) Potentially impact stormwater runoff from construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

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n) Potentially impact stormwater runoff from post-construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p) Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Narrative Summary:**

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

*Less than Significant Impact.* The Proposed Project would consist of the widening of Lincoln Avenue from East Street to Evergreen Street and would include drainage structure improvements. The proponent of the Proposed Project would prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements. The SWPPP will be submitted to the City Engineer prior to the issuance of a grading permit. The City will register their SWPPP with the State of California. A copy of the current SWPPP will be kept at the project site and be available for review on request. Additionally, a NPDES Water Quality Management Plan (WQMP) is required for private new development and significant redevelopment projects and equivalent City of Anaheim capital projects that qualify as a priority project or a non-priority project. Implementation of a project-specific WQMP would ensure that the project complies with water quality regulations pertaining to stormwater runoff. Implementation of a SWPPP and WQMP would reduce stormwater pollutants that may affect water quality. Therefore, the Proposed Project would not violate any water quality standards or waste discharge requirements. A less than significant impact would occur. The WQMP is included in this Initial Study as Appendix D.

**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 Impact.* The Proposed Project does not involve the withdrawal of groundwater. The Proposed Project would result in a minimal increase in impervious surfaces, due to the addition of lanes and additional improvements. The Proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

**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 Impact.* The Proposed Project would not alter the existing drainage pattern of the site. No streams or rivers exist on the Proposed Project site. The Proposed Project would not substantially increase future erosion potential because all areas proposed to be disturbed would be paved or landscaped avoiding exposed soils that would be subject to erosion or siltation on- or off-site. Additionally, the proponent of the Proposed Project would implement a SWPPP which would include BMPs preventing substantial erosion or siltation. A less than significant impact would occur.

**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 Impact.* Please see response to IX. c) above.

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

*Less than Significant Impact.* The Proposed Project would result in a minimal increase in impervious surfaces, due to the



addition of lanes and additional improvements. The Proposed Project would not substantially increase the rate or amount of surface runoff and would not exceed the capacity of the existing stormwater drainage system or provide substantial additional sources of polluted runoff.

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

*Less than Significant Impact.* Please see response to IX. a) above.

**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.* The Proposed Project does not include housing and therefore would not place housing within any flood zones.

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

*No Impact.* The Proposed Project site is located within the 100-year (with flooding below one foot) to 500-year flood zone (City of Anaheim 2004a). However, the Proposed Project would not include structures that would impede or redirect flood flows.

**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.* According to the City of Anaheim General Plan Safety Element Figure S-7, the Proposed Project is not located in an area subject to inundation because of dam or levee failure (City of Anaheim 2004a).

**j) Inundation by seiche or mudflow?**

*No Impact.* The Proposed Project site is located approximately 13 miles inland from the Pacific Ocean and approximately 10.5 miles from Irvine Lake, the nearest large lake. Due to the distance to an ocean or a large lake the project site would not be subject to a seiche or tsunami. The Proposed Project is not located near a mountainside or hillside; therefore it would not be subject to mudflows.

**k) Substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas?**

*Less than Significant Impact* The Proposed Project consists of the widening of Lincoln Avenue from East Street to Evergreen Street and would not substantially degrade water quality by contributing pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling, or storage, delivery areas, loading docks or other outdoor work areas. The Proposed Project would implement a Storm Water Pollution Prevention Plan (SWPPP), listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements.

**l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?**

*Less than Significant impact.* The Proposed Project is located in an urban area with existing stormwater management systems and would include improvements to current drainage structures. Please see response to IX. a) above

**m) Potentially impact stormwater runoff from construction activities?**

*Less than Significant Impact.* Please see response to IX. a) above.

**n) Potentially impact stormwater runoff from post-construction activities?**

*Less than Significant Impact.* The Proposed Project would continue its current use as a roadway after construction activities. The existing stormwater management system would continue to operate as it does currently.

**o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?**

*Less than Significant Impact.* Please see response to IX. a) above

**p) Create significant increases in erosion of the project site or surrounding areas?**

*Less than Significant Impact.* Please see response to IX. c) above.

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING -- Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<b>a) Physically divide an established community?</b>				
<p><i>No Impact.</i> The Proposed Project is the widening of an approximate 2,700 foot segment of Lincoln Avenue from East Street to Evergreen Street in the City of Anaheim, Orange County, California. The land uses surrounding (north/south) this segment of Lincoln Avenue include Residential-Low, Residential-Medium, Residential-Low Medium, and School (City of Anaheim 2004a). The Proposed Project would require the acquisition of ROW from surrounding lots. The Proposed Project would improve the transportation infrastructure of the area. The Proposed Project would occur on existing streets and would not divide a community.</p>				
<b>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 or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</b>				
<p><i>No Impact.</i> The City of Anaheim General Plan’s Circulation Element has various goals in place to improve the circulation system in order to meet the current and future needs of all Anaheim residents, businesses, and visitors. Goal 2.1 of the Circulation Element is to “Maintain efficient traffic operations on City streets and maintain a peak hour level of service (LOS) not worse than D at street intersections.” The Proposed Project would be constructed by the City of Anaheim in compliance with the City’s circulation documents and would be consistent with the goals and objectives of the General Plan’s Circulation Element because it would improve the LOS of the project area and allow for a more efficient and safe movement of traffic through this segment of Lincoln Avenue (City of Anaheim 2004a). The Proposed Project would require the acquisition of additional ROW. The City of Anaheim would acquire the additional ROW in compliance with local and state regulations.</p>				
<b>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</b>				
<p><i>No Impact.</i> The project site is not located within a habitat conservation plan or a natural community conservation plan. No impact would occur.</p>				

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES --</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p><b>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</b></p> <p><i>No Impact.</i> According to the City of Anaheim General Plan (Green Element, Figure G-3 Mineral Resource Map) the project site is not located in a Mineral Resource Zone (City of Anaheim 2004a). Additionally, according to the USGS Mineral Resource Data System the Proposed Project is not located in an area with any known mineral resource (USGS 2016). The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There are no mining activities being conducted on the site; no mining activities are planned for the site, and there are no current or future mining activities occurring in the vicinity of the project site. The Proposed Project site is developed as a street widening and would remain a street with the proposed improvements. No impact would occur.</p>				
<p><b>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?</b></p> <p><i>No Impact.</i> According to the City of Anaheim General Plan (Green Element, Figure G-3 Mineral Resources Map) there are no mineral resource recovery sites delineated on the project site. 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 because no mining operations exist on or in the vicinity of the project site (USGS 2016). No impact would occur.</p>				

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XII. NOISE --</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p>Some land uses are considered more sensitive to intrusive noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. Noise exposure at these sensitive receptors is predicated on the magnitude and frequency of said noise event, exposure duration, and exterior-to-interior sound attenuation. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses. The closest sensitive receptors located along the project alignment include the Learning Light Foundation Church on the south side of Lincoln Avenue, the multi-family Pradera Apartments along Lincoln Avenue, future multi-family residential homes under construction on Lincoln Avenue (West of La Plaza), multi-family Royal Palms apartment homes on the north side of Lincoln Avenue, residential homes on the north side of Lincoln Avenue (east of Larch Street), future multi-family residential homes under construction on Lincoln Avenue (East of Larch Street), and the Lemon Tree Hotel.</p> <p>The guidelines and regulations, which pertain to noise conditions in the Proposed Project vicinity, are discussed below. The Proposed Project is located in the City of Anaheim, and all sensitive receptors are located in the city. The noise guidelines for the city are presented below.</p> <p><b>City of Anaheim General Plan Noise Element</b></p> <p>The City of Anaheim has identified two separate types of noise sources: (1) transportation and (2) stationary. To control transportation related noises sources such as arterial roads, freeways, airports, and railroads, the City of Anaheim has established guidelines for acceptable community noise levels in the Noise Element of the General Plan. To control stationary source, non-transportation-related noise impacts, the City of Anaheim Noise Ordinance has identified the worst-case noise levels for daytime and nighttime activities in residential areas of the city.</p> <p><b>City of Anaheim Municipal Code (Section 6.70.010)</b></p> <p>The City of Anaheim Municipal Code (Section 6.70.010) states that sound created by construction or building repair of any premises within the city shall be exempt from the applications of this chapter during the hours of 7:00 a.m. to 7:00 p.m.</p>				

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A Noise Impacts Analysis was completed for the Proposed Project by Urban Crossroads (Urban Crossroads 2016c; Appendix E). To assess the existing noise level environment, six 24-hour noise level measurements were taken at sensitive receptor locations in the project study area. Table 3-7 below identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location (24-hour ambient noise level measurements).

**Table 3-7. 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Description	Energy Average Hourly Noise Level (Dba Leq) <sup>2</sup>		Peak Hour		CNEL
		Day	Night	Time	dBA Leq	
L1	Located at the southwest corner of East Street and Lincoln Avenue near existing residential homes.	69.3	66.1	8:00 p.m.	71.0	73.7
L2	Located on the south side of Lincoln Avenue adjacent to the property line of the existing Learning Light Foundation.	71.5	66.8	12:00 p.m.	72.7	74.9
L3	Located on the north side of Lincoln Avenue adjacent to the existing multi-family residential Pradera Apartment Homes.	69.9	65.4	5:00 p.m.	71.6	73.2
L4	Located on the south side of Lincoln Avenue adjacent to the existing Anchor Motel.	69.8	64.7	12:00 p.m.	72.1	72.8
L5	Located south of Lincoln Avenue on Elder Street near existing single-family residential homes.	54.4	48.5	3:00 p.m.	58.1	56.9
L6	Located on the north side of Lincoln Avenue adjacent to Center Street.	67.9	63.3	4:00 p.m.	69.3	71.2

Source: Urban Crossroads 2016c

<sup>1</sup>See Appendix D Exhibit 5-A.

<sup>2</sup>Energy (logarithmic) average hourly levels. The long-term 24-hour measurement worksheets are included in Appendix D. "Day"= 7:00 a.m. to 10:00 p.m.; "Night"= 10:00 p.m. to 7:00 a.m.

**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 with Mitigation. Construction:** Noise generated by the construction of the Proposed Project would be temporary and no permanent noise sources would be created. Construction activities would take place within permitted hours (7:00 a.m. to 7:00 p.m.) per the City of Anaheim Municipal Code Section 6.70.010 (City of Anaheim 2016). The potential impacts would diminish over time and end at the completion of construction activities. Though construction noise is temporary, intermittent and short in duration, and would not present any long-term impacts, Mitigation Measures N-1 through N-4 would reduce any noise level increases produced by the construction equipment near noise-sensitive residential land uses to a less than significant level.

**Operation:** The 24-hour existing ambient noise level measurements taken in the project study area indicate that the existing ambient noise conditions already exceed the City of Anaheim General Plan Noise Element 65 dBA CNEL noise standard for noise-sensitive residential land uses adjacent to Lincoln Avenue. The noise analysis shows that the project-related traffic noise level increases are expected to range from 0.4 to 1.4 dBA CNEL over the existing ambient noise conditions. The project-related traffic noise level increase of 1.4 dBA CNEL satisfies the significance threshold when the noise levels already exceed 65 dBA CNEL at noise-sensitive land uses (Urban Crossroads 2016c). Though project-related traffic noise levels would not violate the existing exceeded standards, implementation of Mitigation Measure N-5 would reduce existing traffic noise levels to less than significant.

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

**Less than Significant with Mitigation.** It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The Proposed Project's construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any structures to cause a vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes.

This analysis shows the construction vibration levels in VdB are expected to approach 82.6 VdB at the nearby receiver locations.

Based on the Federal Transit Administration (FTA) vibration standards of 80 VdB, the Proposed Project construction activities may include or require equipment, facilities, or activities that would result in a barely perceptible human response (annoyance), and therefore, impacts due to vibration are considered potentially significant (Urban Crossroads 2016c). However, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but would occur rather only during the times that heavy construction equipment is operating close to the project site perimeter. Moreover, construction at the project site will be restricted to daytime hours consistent with city requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. With the implementation of Mitigation Measures N-1 through N-4, the vibration levels within 50 feet of construction equipment that generate high levels of vibration, such as large bulldozers and loaded trucks, would be reduced to a less than significant level.

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

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

**Less than Significant Impact with Mitigation.** Due to the temporary nature of construction activities, no permanent increases in ambient noise levels in the project vicinity are expected. Operational noise impacts are described in the response above (XII, Noise (a)). A less than significant impact with mitigation would occur.

**e) For a project located within an airport land use plan (Los Alamitos Armed Forces Reserve Center or Fullerton Municipal Airport), would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The nearest airport to the project site is the Fullerton Municipal Airport, located approximately five miles to the northwest. Given the distance between the airport and the site there would be no increased noise impacts for people residing or working in the project area.

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

**No Impact.** The closest private heliport to the project site is the Orange County Steel Salvage Heliport – CL44 located at 3200 Frontera, Anaheim, CA 92806, approximately 2.5 miles east of the project site. Due to the distance of the site to this heliport, there would be no noise level increase for people residing or working in the project area.

**Mitigation Measures:**

**N-1:** During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**N-2:** The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site (i.e., to the center) during all project construction.

**N-3:** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 7:00 p.m. on any day). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

**N-4:** The operation of construction equipment that generates high levels of vibration, such as large bulldozers and loaded trucks, shall be prohibited within 50 feet of the existing off-site residential homes during project construction. Instead, small rubber-tired bulldozers shall be used within 50 feet of nearby sensitive receiver locations during project construction.

**N-5:** The construction contractor shall utilize an asphalt rubber hot mix (ARHM) overlay to reduce the noise levels associated with vehicle tires traveling over pavement on Lincoln Avenue between East Street and Evergreen Street.



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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIII. PALEONTOLOGICAL RESOURCES -- Would the project:</b>				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b><u>Narrative Summary:</u></b></p> <p><b>a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</b></p> <p><i>Less than Significant with Mitigation.</i> A records search of paleontology collection records at the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County was conducted for the Proposed Project (Natural History Museum of Los Angeles County 2016). The search found that surface deposits in the project area consist of younger terrestrial Quaternary Alluvium, with older terrestrial quaternary sediments occurring at various depths, as part of the floodplain deposits from the Santa Ana River that flows to the east. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers. Surface grading or very shallow excavations in the uppermost few feet of the younger Quaternary Alluvium in the project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in the project area, however, may encounter significant vertebrate fossils in older Quaternary deposits. Mitigation Measure PR-1 would reduce this impact to a less-than-significant level.</p> <p><b>Mitigation Measure:</b></p> <p><b>PR-1:</b> The City of Anaheim Public Works Department (or its contractor) shall ensure that any substantial excavations in the project area below the uppermost layers, be closely monitored by a qualified paleontological monitor to quickly and professionally collect any specimens without impeding development. Also, sediment samples shall be collected and processed to determine the small fossil potential in the project area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations</p>				

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING -- Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p><b>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)?</b></p> <p><i>No Impact.</i> The Proposed Project would improve the area's transportation infrastructure. The Proposed Project does not include the extension of roads; the widening of the Proposed Project streets would not directly or indirectly induce population growth. The Proposed Project would not add additional housing or create permanent jobs in the Proposed Project area that would induce population growth.</p>				
<p><b>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</b></p> <p><i>Less than Significant Impact.</i> The Proposed Project would consist of the widening of Lincoln Avenue from East Street to Evergreen Street. To accommodate the proposed improvements, the City intends to acquire approximately 3,900 square feet (s.f.) of right-of-way comprising of 11 partial takes (no full takes). This would involve partial property takes and the removal/modification of six roof overhangs. The proposed partial takes would not displace housing. A less than significant impact would occur.</p>				
<p><b>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</b></p> <p><i>No Impact.</i> The Proposed Project would improve existing transportation infrastructure which would not require the construction of replacement housing since none would be removed as part of the Proposed Project. Therefore, the Proposed Project would not displace people. No impact would occur.</p>				

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES --</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Narrative Summary:**

**Fire Protection**

The Anaheim City Fire Department provides fire protection for the City of Anaheim. The Anaheim City Fire Department operates 10 fire stations and the Disney station. Downtown Station 1 located at 500 E. Broadway Street is the nearest station to the project site. This station is equipped with the following equipment: paramedic engine 1, engine 21 and truck 1, and Ambulance (City of Anaheim 2004b).

**Police Protection**

The Anaheim Police Department provides police protection for the City of Anaheim. The Anaheim Police Department operates out of four stations (West, Central, South, and East) whose patrol covers an area measuring 49.7 square miles. The nearest police station to the project site is the Central Station located at 425 S. Harbor Boulevard, approximately one mile southwest of the project site (City of Anaheim 2004b).

**Schools**

The Anaheim City School District (ACSD), Anaheim Union High School District (AUHSD), Orange Unified School District (OUSD), Centralia School District, Magnolia School District, Savanna School District, Fullerton School District, Fullerton Joint Union School District, Placentia-Yorba Linda Unified School District, Garden Grove Unified School District, and Buena Park School District provide educational services to the City of Anaheim (City of Anaheim 2004b). The nearest school to the project site is Lincoln (Abraham) Elementary School located at 1413 E. Broadway, Anaheim, CA 92805. Lincoln Elementary School is under the jurisdiction of the ACSD and operates Kindergarten through sixth grade.

**Parks**

The City of Anaheim owns and operates nearly 50 developed parks totaling almost 700 acres (City of Anaheim 2004b). The nearest park to the project site is Lincoln Park located at 1535 E Lincoln Avenue, Anaheim, CA 92805, along the project alignment.

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

**No Impact.** The Proposed Project would not create a substantial new fire or public safety hazard. The Proposed Project would widen a segment of Lincoln Avenue from East Street to Evergreen Street improving access. The Proposed Project would be beneficial to the safety of the surrounding area. The Proposed Project is not expected to induce population growth; therefore, there would be no additional demand for schools, parks, or other public facilities. The Proposed Project would not result in the need for new or physically altered government facilities nor affect time or other performance objectives.

Initial Study and Draft Mitigated Negative Declaration  
 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

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Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVI. RECREATION --</b> Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Narrative Summary:</b>				
<p><b>a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</b></p> <p><i>No Impact.</i> The Proposed Project would not alter existing neighborhood and regional parks or other recreational facilities or induce population growth; therefore there would be no increase in the use of neighborhood and regional parks. With no increase in the use of existing recreational facilities there would be no accelerated physical deterioration of such facilities.</p>				
<p><b>b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</b></p> <p><i>No Impact.</i> The Proposed Project would not include recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse effect on the environment.</p>				

Initial Study and Draft Mitigated Negative Declaration  
Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION/TRAFFIC -- Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<p>A Traffic Analysis Report was completed for the Proposed Project by Mott MacDonald (Mott MacDonald 2016; Appendix F). The traffic study analyzed the traffic conditions of Lincoln Avenue between East Street and Evergreen Street (project area) along with five study intersections for Existing, Existing plus Project, Opening Year, and Post 2035 General Plan Buildout scenarios. The purpose of this traffic study was to analyze existing roadway network, existing traffic volumes, intersection levels of service (LOS), and provide an overview of traffic flow conditions for mid-block segment and study intersections (Mott MacDonald 2016).</p> <p>Lincoln Avenue within the study limits is currently operating at LOS C with volume-to-capacity (V/C) ratio of 0.80. Addition of 3<sup>rd</sup> eastbound and westbound lanes on Lincoln Avenue would increase the roadway capacity by 50 percent resulting in improved operational characteristics of the roadway. With added lanes, the mid-block service level would improve to LOS "A" for "Existing with Project" and "Opening Year" conditions, and would continue to operate at acceptable service level "B" under the "Post 2035 General Plan Buildout" condition (Mott MacDonald 2016).</p> <p><b>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</b></p> <p><b>No Impact.</b> The Proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Traffic generated by the construction of the Proposed Project would be temporary. The Proposed Project is a roadway widening project that would add an additional eastbound and westbound lane to a segment of Lincoln Avenue from East Street to Evergreen Street. The Proposed Project would not conflict with the circulation element of the City of Anaheim General Plan and would result in a beneficial impact to the circulation system.</p>				

**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 Impact.* The Proposed Project would generate temporary traffic impacts during construction which would be intermittent in nature and end at the completion of construction activities. The traffic study found that the mid-block service level would be LOS “B” under “Post 2035 General Plan Buildout” conditions. The Proposed Project would be consistent with the Orange County Congestion Management Program LOS Standard by maintaining an LOS of “E” or better (OCTA 2015). The intersection would improve the overall LOS and impacts would be less than significant.

**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.* The nearest airport to the project site is the Fullerton Municipal Airport, located approximately five miles to the northwest. The Proposed Project consists of a roadway widening and would not include structures or operational conditions that would require a change of air traffic patterns or increase traffic levels or a change in location that would result in substantial safety risks. No impact would occur.

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

*No Impact.* The Proposed Project would widen Lincoln Avenue to a 6-lane divided roadway with 86 feet of curb to curb width and a 10 foot parkway/sidewalk on both sides of the arterial. The Proposed Project would also allow for the provision of a 16 foot mid-block and 4 foot raised median nose at median openings and intersections. According to the traffic study, reduced friction in traffic streams by separating opposing traffic and eliminating mid-block left-turns has been beneficial for vehicular safety. Accident rates for roadway segments with raised medians was 1.00 accident per million vehicle miles while the rate for roadways with painted medians was 1.81 accidents per vehicle miles (Mott MacDonald 2016). These improvements would improve the LOS and vehicular capacity of the roadway segment allowing for a safer and more efficient flow of traffic through the intersection with lower delays as compared to existing conditions, therefore, having a beneficial impact.

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

*Less than Significant with Mitigation.* Temporary impacts to emergency access may occur during construction. Implementation of Mitigation Measure HM-1 would reduce impacts to a less than significant level (please see the Hazards and Hazardous Materials section). The Proposed Project would improve the LOS and vehicular capacity of the roadway segment allowing for a safer and more efficient flow of traffic through the intersection with lower delays compared to existing conditions, therefore, a beneficial impact would occur.

**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?**

*Less than Significant Impact.* The project area contains sidewalks that are designated as Safe Route to School for Lincoln Elementary. Both crossings are administered by a crossing guard during the AM peak period promoting pedestrian safety, however inversely contributing to vehicular congestion. The project area is not located within the City’s Bikeway Master Plan, and as such the proposed widening would not provide for Class II bike lanes. Additionally, OCTA’s bus route 42 runs along Lincoln Avenue through the project area, with stops at State College Boulevard, Evergreen Street, La Plaza, and East Street. Existing bus stops and sidewalks may temporarily be relocated or closed during construction. Such relocations and/or closures would be temporary and reopened after construction is completed and no conflicts with alternative transportation policies, plans, or programs would occur. The project contractor will be required to contact OCTA at least three working days prior to any construction related to bus closures. Traffic could increase during construction but would be temporary, and cease after construction is completed. A less than significant impact would occur.

Initial Study and Draft Mitigated Negative Declaration  
 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b><u>Narrative Summary:</u></b></p> <p>Effective July 1, 2015, Assembly Bill (AB) 52 requires meaningful consultation with California Native American Tribes on potential impacts to Tribal Cultural Resources, as defined in §21074. A tribe must submit a written request to the relevant lead agency if it wishes to be notified of proposed projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete, or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).</p> <p><b>a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?</b></p> <p><i>Less Than Significant with Mitigation.</i> The City of Anaheim has received requests from three California Native American Tribes to be notified of projects in which the City of Anaheim is the Lead Agency under CEQA. Copies of the AB 52 consultation letters are provided in Appendix G of this Initial Study. The Gabrieleño Band of Mission Indians-Kizh Nation was notified of the Proposed Project on September 29, 2016, and the 30-day notification period lapsed on October 29, 2016. A response letter dated October 21, 2016 was received from the Gabrieleño Band of Mission Indians-Kizh Nation. This response letter sent by the San Gabrieleno-Kizh tribe requested that one of their certified Native American Monitors to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation, and trenching) to protect any cultural resources which may be affected during construction or development. Implementation of Mitigation Measure TCR-1 would require a Native American monitor to be present for all ground disturbing activities.</p> <p>Additionally, the Soboba Band of Luiseño Indians was notified of the Proposed Project on September 29, 2016, and the 30-day notification period lapsed on October 29, 2016, with no response from the tribe. The Juaneño Band of Mission Indians – Acjachemen Nation was notified of the Proposed Project on September 29, 2016, and the 30-day notification period lapsed on October 29, 2016, with no response from the tribe.</p> <p><b>Mitigation Measure:</b></p> <p><b>TCR 1:</b> Native American Consultation and Monitoring. The City of Anaheim Public Works Director, or designee, shall provide the Gabrieleño Band of Mission Indians – Kizh Nation with the Project grading plan for review prior to construction. The need for Native American Monitoring of ground-disturbing activities shall be evaluated and agreed to by the Public Works Director, tribal representatives, and a professional archeologist.</p>				

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 Lincoln Avenue Widening Project (from East Street to Evergreen Street)

Environmental Issues	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities (including sewer (waste water) collection facilities) or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in a need for new systems or supplies, or substantial alterations related to electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I) Result in a need for new systems or supplies, or substantial alterations related to natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in a need for new systems or supplies, or substantial alterations related to telephone service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><u>Narrative Summary:</u></b>				
<b>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</b>				
<p><i>No Impact.</i> The Proposed Project involves the widening of Lincoln Avenue from East Street to Evergreen Street. Construction of the Proposed Project would include drainage structure improvements along the alignment were necessary. The Proposed Project would not produce wastewater.</p>				
<b>b) Require or result in the construction of new water or wastewater treatment facilities (including sewer (waste water) collection facilities) or expansion of existing facilities, the construction of which could cause significant environmental effects?</b>				



*No Impact.* There are no existing water or wastewater treatment facilities in the Proposed Project area. The Proposed Project would not create the need for new water or wastewater treatment facilities because the Proposed Project would not use water or generate wastewater in amounts greater than existing conditions since it would continue an existing roadway use. Water use during construction would be minimal.

**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 Impact.* The Proposed Project would result in the construction of stormwater drainage facilities. Impacts would be less than significant.

**d) Have sufficient water supplies available to serve the project (including large-scale developments as defined by Public Resources Code Section 21151.9 and described in Question No. 20 of the Environmental Information Form) from existing entitlements and resources, or are new or expanded entitlements needed?**

*Less than Significant Impact.* The Proposed Project consists of the widening of Lincoln Avenue from East Street to Evergreen Street. Water supply required during construction of the Proposed Project would be minimal. New or expanded entitlements would not be required.

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

*No Impact.* The Proposed Project consists of the widening of Lincoln Avenue from East Street to Evergreen Street and would continue its existing use when complete. The Proposed Project would not increase the demand for wastewater treatment because the Proposed Project would not generate additional wastewater over existing conditions.

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

*Less than Significant impact.* Orange County owns and operates three active landfills. These are the Olinda Alpha Landfill, the Frank R. Bowerman Landfill, and the Prima Desheca Landfill. The Olinda Alpha Landfill is the nearest landfill to the project site. The Olinda Landfill has a permitted life to 2023, but was scheduled to close by agreement with the City of Brea in 2013 (City of Anaheim 2004b). Any construction waste would be disposed of at one of the three listed local landfills permitted to accept construction waste. The small increase in waste would not be expected to affect the permitted capacity of such landfills. Additionally, the Proposed Project would not generate on-going solid waste.

**g) Comply with Federal, State, and local statutes and regulations related to solid waste?**

*No Impact.* Waste generated by the Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste.

**h) Result in a need for new systems or supplies, or substantial alterations related to electricity?**

*Less than Significant Impact.* The project area contains existing street lighting. The existing street lights would be replaced with LED lighting however, this would not need new systems or supplies, or substantial alterations related to electricity because the Proposed Project would not result in the need of additional electricity over existing conditions.

**i) Result in a need for new systems or supplies, or substantial alterations related to natural gas?**

**j) Result in a need for new systems or supplies, or substantial alterations related to telephone service?**

**k) Result in a need for new systems or supplies, or substantial alterations related to television service/reception?**

*No Impact.* The Proposed Project would not require natural gas, telephone, or television services. No impacts would occur.

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Lincoln Avenue Widening Project (from East Street to Evergreen Street)

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

**Narrative Summary:**

**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 with Mitigation.* With mitigation described in the Initial Study, impacts to biological and cultural resources would be less than significant.

**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 with Mitigation.* The Proposed Project would have minor construction-related impacts that would be less than significant with the incorporation of mitigation measures listed in this Initial Study. During operation, the Proposed Project would offer a beneficial impact to traffic circulation in the City of Anaheim. A list and location of cumulative projects in the vicinity (within 0.25 mile) of the project area are listed in Table 3-8 below.

**Table 3-8. Cumulative Projects**

Number	Project Name	Address	Description	Phase
1	Lincoln Square DEV2013-00083	1531 E Lincoln Avenue	To allow a 76-unit condominium complex with modified landscape setback and building separation requirements. This project also includes a request to approve a tentative tract map to establish a 14 lot, 76-unit condominium subdivision.	Construction
2	Jamboree Housing DEV2014-00039	1272 E Lincoln Avenue	To consolidate five parcels into one parcel to allow for a future multiple-family residential project.	Construction

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3	SRT & J Auto Sales DEV2015-00066	1775 E Lincoln Avenue 201, 203B	To permit two retail automotive sales agency offices within an existing multi-tenant office building.	Complete
4	Immanuel Korean Southern Church DEV2016-00006	1815 E Center Street	The following land use entitlements are being requested: (i) a conditional use permit to permit and retain an existing church; and (ii) a variance to allow fewer parking spaces than required by the Zoning Code.	<b>Approved on 7/25/2016</b>
5	Chipotle DEV2015-00059	2002 E Lincoln Avenue	For a conditional use permit for the sales and consumption of alcoholic beverages at a restaurant with an outdoor patio within a commercial center (Chipotle).	Complete
6	Anaheim Service Station DEV2016-00046	300 S East Street	Amend a variance to remove service station fuel tanks and dispensers and retain an automotive repair facility.	Under Review
7	Cottage Pet Hospital DEV2014-00122	900 E Broadway	To permit an unpermitted expansion to an animal hospital with fewer parking spaces than required by the Zoning Code.	Approved on 12/15/2014
8	Northgate Market DEV2014-00105	401 N East Street	For a determination of public convenience or necessity to permit the sale of alcoholic beverages for off-site consumption in conjunction with a grocery store (Northgate Market).	Complete

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

***Less than Significant with Mitigation.*** The Proposed Project would not cause substantial adverse effects on humans with the incorporation of mitigation measures as discussed in this Initial Study.

**Fish and Game Determination**

(Per Section 21089(b) of the Public Resources Code, all project applicants and public agencies subject to the California Environmental Quality Act shall pay a Fish and Game filing fee for each proposed project that would adversely affect wildlife resources.)\*

Based on the responses contained in this Environmental Checklist, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which the wildlife depends. Has the presumption of adverse effect set forth in 14 CCR 753.5 (d) been rebutted by substantial evidence?

Yes (Certificate of Fee Exemption and County Administrative fee required)

No (Pay fee)

**\*Note:** Fish and Game Code Section 711.4(c)(2)(A) states that projects that are Categorically Exempt from CEQA are also exempt from filing fee

## **SECTION 4**

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### **LIST OF PREPARERS**

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## SECTION 5

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Lincoln Avenue Widening Project (from East Street to Evergreen Street)

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Mott MacDonald

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Natural History Museum of Los Angeles County

- 2016 Paleontological Resources for the proposed Lincoln Avenue Widening Project # 2016-105, in the City of Anaheim, Orange County, Project Area.

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Urban Crossroads

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## **LIST OF APPENDICES ON CD**

**Appendix A** – Air Quality Impact Analysis

**Appendix B** – Cultural Resources Inventory and Evaluation Report

**Appendix C** – Greenhouse Gas Analysis

**Appendix D** – Preliminary Water Quality Management Plan (P-WQMP)

**Appendix E** – Noise Impact Analysis

**Appendix F** – Traffic Analysis Report

**Appendix G** – AB 52 Correspondence

## **Appendix A – Air Quality Impact Analysis**

## **Appendix B – Cultural Resources Inventory and Evaluation Report**

## **Appendix C – Greenhouse Gas Analysis**

**Appendix D – Preliminary Water Quality Management Plan (WQMP)**

## **Appendix E – Noise Analysis Report**

## **Appendix F – Traffic Analysis Report**

**Appendix G – AB 52 Correspondence**