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

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** and the **INITIAL STUDY** which supports the proposed findings are on file at the City of Anaheim.

Project Title: Lincoln Avenue Widening Project from West Street to Harbor Boulevard

Case Numbers: N/A

Project Applicant: City of Anaheim Public Works Department

Project Location: The project area is along Lincoln Avenue between West Street and Harbor Boulevard.

Project Description: The City of Anaheim (City) proposes to widen Lincoln Avenue from West Street to Harbor Boulevard. The project would include an additional through lane on Lincoln Avenue in each direction from its intersection with West Street to Harbor Boulevard. A dedicated right-turn pocket would be added on eastbound Lincoln Avenue at its intersection with Harbor Boulevard. Raised medians would be added and designated left-turn pockets would be provided at the Illinois Street, Ohio Street, Citron Street, Resh Street, and Harbor Boulevard intersections. The existing left-turn pocket on eastbound Lincoln Avenue at Harbor Boulevard would be lengthened to 250 feet to accommodate U-turns.

The Proposed Project would result in full acquisition and partial acquisition of several parcels as shown below. Multiple Temporary construction easements (TCEs) would be required for access to the construction areas and a construction staging area for materials and equipment storage. Affected properties are identified below by Assessor's Parcel Number (APN):

Full Acquisition:
255-053-05, 255-053-06, 255-053-07, 255-053-08, 255-053-09, 255-053-10, 255-054-06

Partial Acquisition:
255-033-16, 255-033-17, 255-033-20, 255-033-23, 255-033-07, 255-033-08, 255-033-09, 255-033-10, 255-033-11, 255-033-12, 255-041-01, 255-054-07, 255-054-13, 255-054-09, 255-054-10, 255-055-01, 255-055-02, 036-112-32, 251-111-01, 251-111-10, 251-111-11, 251-111-12

Structural Modification:
255-054-09, 251-111-10, 251-111-11, 251-111-12

Temporary Construction Easements:
255-033-16, 255-033-17, 255-033-20, 255-033-23, 255-033-07, 255-033-08, 255-033-09, 255-033-10, 255-033-11, 255-033-12, 255-041-01, 255-054-07, 255-054-13, 255-054-09, 255-054-10, 255-055-01, 255-055-02, 255-055-03, 036-111-38, 036-112-01, 036-112-02, 036-112-03, 036-112-32, 036-113-26, 036-113-27, 036-113-05, 251-111-01, 251-111-03, 251-111-04, 251-111-05, 251-111-62, 251-111-06, 251-111-09, 251-111-10, 251-111-11, 251-111-12

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

Public Review: The City will hold a Public Information Meeting on November 9, 2016 at 5:30 p.m. at City Hall Council Chambers, 200 S. Anaheim Boulevard, Anaheim, CA 92805. The City Council will hold a public hearing on December 20, 2016 at 5:00p.m. at City Hall Council Chambers, 200 S. Anaheim Boulevard, Anaheim, CA 92805. The public review and comment period for the Initial Study/Mitigated Negative Declaration is from November 3, 2016 to November 22, 2016.

The Mitigated Negative Declaration and Initial Study will be available for public review on the City of Anaheim's website (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	City of Anaheim Public Works Department 200 South Anaheim Blvd. Anaheim, CA 92805	Anaheim Public Library Central Library 500 W. Broadway Anaheim, CA 92805

Comments: All comments should be addressed to *Carlos Castellanos, PE, 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 Carlos Castellanos at (714) 765- 5066 or CCastellanos@anaheim.net.

Carlos Castellanos, PE
Principal Civil Engineer

CIUDAD DE ANAHIEM
AVISO DE INTENTO DE ADOPTAR UNA DECLARACION NEGATIVA MITIGADA

AVISO SE HACE SABER que la Ciudad de Anaheim está considerando una recomendación que el dicho proyecto aquí identificado no tendrá ningún impacto significante medioambiental conforme con las directrices de la Sección 15070 de la Ley de Calidad del Medioambiente de California (CEQA). Una copia de la **DECLARACION NEGATIVA MITIGADA** y del **ESTUDIO INITIAL,** los cuales apoyan los hallazgos propuestos, están archivados en la Ciudad de Anaheim.

Título del Proyecto: Lincoln Avenue Widening Project from West Street to Harbor Boulevard

Número de Caso: N/A

Solicitante: City of Anaheim Public Works Department

Ubicación: El proyecto está ubicado a lo largo de Lincoln Avenue entre West Street y Harbor Boulevard.

Descripción: La Ciudad de Anaheim (La Ciudad) propone ampliar Lincoln Avenue de West Street a Harbor Boulevard. El proyecto incluiría un carril adicional en Lincoln Avenue en ambas direcciones, de la intersección con West Street hasta Harbor Boulevard. Un carril dedicado para vuelta a la derecha será añadido a Lincoln Avenue en dirección hacia el este en la intersección con Harbor Boulevard. Camellones elevados serán añadidos y carriles dedicados para vuelta a la izquierda serán proporcionados en las intersecciones con Illinois Street, Ohio Street, Citron Street, Resh Street, y Harbor Boulevard. Los carriles para vuelta a la izquierda existentes hacia el este por Lincoln Avenue a la altura de Harbor Boulevard serian alargados 250 pies para proveer retornos.

El proyecto propuesto resultara en la adquisición completa y adquisición parcial de varias parcelas indicadas más abajo. Múltiples servidumbres propietarias de construcción temporales serían requeridas para proveer acceso a las áreas de construcción y un área de preparación de materiales de construcción y almacenamiento de maquinaria. Propiedades afectadas están identificadas por Número de Parcela del Asesor (APN) próximamente:

Adquisición Completa:
255-053-05, 255-053-06, 255-053-07, 255-053-08, 255-053-09, 255-053-10, 255-054-06

Adquisición Parcial:
255-033-16, 255-033-17, 255-033-20, 255-033-23, 255-033-07, 255-033-08, 255-033-09, 255-033-10, 255-033-11, 255-033-12, 255-041-01, 255-054-07, 255-054-13, 255-054-09, 255-054-10, 255-055-01, 255-055-02, 036-112-32, 251-111-01, 251-111-10, 251-111-11, 251-111-12

Modificación Estructural:
255-054-09, 251-111-10, 251-111-11, 251-111-12

Servidumbres Propietarias De Construcción Temporales:
255-033-16, 255-033-17, 255-033-20, 255-033-23, 255-033-07, 255-033-08, 255-033-09, 255-033-10, 255-033-11, 255-033-12, 255-041-01, 255-054-07, 255-054-13, 255-054-09, 255-054-10, 255-055-01, 255-055-02, 255-055-03, 036-111-38, 036-112-01, 036-112-02, 036-112-03, 036-112-32, 036-113-26, 036-113-27, 036-113-05, 251-111-01, 251-111-03, 251-111-04, 251-111-05, 251-111-62, 251-111-06, 251-111-09, 251-111-10, 251-111-11, 251-111-12

Medioambiental: Medidas de atenuación han sido identificadas para el proyecto propuesto.

Opinión Publica: La Ciudad tendrá una Junta de Información Publica el 9 de Noviembre, 2016 a las 5:30 p.m. en las Cámaras del Ayuntamiento (City Council Chambers), 200 S. Anaheim Boulevard, Anaheim, CA 92805. La Ciudad tendrá una audiencia pública el 20 de Diciembre, 2016 a las 5 p.m. en las Cámaras del Ayuntamiento (City Council Chambers), 200 S. Anaheim Boulevard, Anaheim, CA 92805. El periodo de comentarios y opinión pública para el Estudio Inicial/Declaración Negativa Mitigada será del 3 de Noviembre, 2016 al 22 de Noviembre, 2016.

La Declaración Negativa Mitigada e Estudio Initial estarán disponibles para revision publica en el sitio de internet de la Ciudad de Anaheim (www.anahiem.net, siga al Planning Department y seleccione el enlace a Current Environmental Documents) y en las siguientes ubicaciones:

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

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

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

Comentarios: Todos los comentarios deben ser dirigidos a *Carlos Castellanos, PE Principal Civil Engineer, City of Anaheim Public Works Department, 200 South Anaheim Boulevard, Suite 276, Anaheim, CA 92805.* Si tiene preguntas o requiere información adicional, por favor contacte a Carlos Castellanos al (714) 765-5066 o CCastellanos@Anahiem.net.

Carlos Castellanos, PE
Ingeniero Civil Principal

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

LINCOLN AVENUE WIDENING PROJECT FROM WEST STREET TO HARBOR BOULEVARD

LSA

November 2016

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INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

LINCOLN AVENUE WIDENING PROJECT FROM WEST STREET TO HARBOR BOULEVARD

Prepared for:

Carlos Castellanos, PE, Principal Civil Engineer
City of Anaheim, Public Works – Design Engineering
200 South Anaheim Boulevard, Suite 276
Anaheim, California 92805
(714) 765-5066

Under contract to:

Kreuzer Consulting Group
Rick Kreuzer, P.E.
320 Main Street, Unit D
Seal Beach, California 90740
(714) 656-0160

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

LSA

November 2016

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TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES (ON CD)

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1.0 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to (1) describe the proposed Lincoln Avenue Widening Project from West Street to Harbor Boulevard (Proposed Project), which is located in the City of Anaheim (City), County of Orange (County), California; and (2) provide an evaluation of potential environmental impacts associated with the Proposed Project's construction and operation. Measures to avoid, minimize, and/or mitigate impacts on the environment are required as part of the Proposed Project as described in this IS/MND.

This IS/MND has been prepared pursuant to the California Environmental Quality Act (CEQA), as amended (California Public Resources Code [PRC] Section 21000 et seq.) and in accordance with the *State CEQA Guidelines* (California Code of Regulations [CCR] Title 14, Section 15000 et seq.). Pursuant to Section 15367 of the *State CEQA Guidelines*, the City is the Lead Agency for the Proposed Project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City, as the Lead Agency, has authority for project approval and certification of the accompanying environmental documentation.

1.2 SUMMARY OF FINDINGS

Based on the environmental checklist form prepared for the Proposed Project and the supporting environmental analysis, the Proposed Project would have either no impact or less than significant impacts in the following environmental areas:

- Agricultural Resources
- Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Recreation
- Utilities and Service Systems

The Proposed Project has the potential to have significant impacts on the following topics unless the recommended mitigation measures described herein are incorporated into the project:

- Biological Resources
- Aesthetics
- Cultural Resources
- Hazards and Hazardous Materials
- Paleontological Resources
- Public Services
- Transportation/Traffic
- Tribal Cultural Resources

According to the *State CEQA Guidelines*, it is appropriate to prepare a Mitigated Negative Declaration (MND) for the Proposed Project because, after incorporation of the recommended

mitigation measures, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.

1.3 PUBLIC REVIEW PROCESS

This IS/MND has been distributed to potentially affected agencies and individuals. A Notice of Intent to Adopt an MND has been posted at the County Clerk-Recorder and the City Public Works Department and has been published in the Anaheim Bulletin.

The environmental document will be available for review at the following locations:

- Online on the City of Anaheim's website (http://www.anaheim.net/876/Environmental-Documents)
- In person at the City of Anaheim Planning Department and the Public Works Department (200 South Anaheim Boulevard)
- In person at the Anaheim Central Library (500 West Broadway)

Section 15105(b) of the *State CEQA Guidelines* states that "*The public review period for a proposed negative declaration or mitigated negative declaration shall be not less than 20 days*." There are no required approvals from State agencies and the project is not of Statewide, areawide, or regional environmental significance; therefore, the IS/MND is not being submitted to the State Clearinghouse for review by State agencies and a 30-day public review period is not required. In accordance with Sections 15105 and 15073 of the *State CEQA Guidelines*, the public review period for the Draft IS/MND is from November 3, 2016 to November 22, 2016. During review of the Draft IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the Project Area can be avoided or mitigated.

Questions and comments on this IS/MND should be sent by November 22, 2016 to:

Carlos Castellanos, PE, Principal Civil Engineer
City of Anaheim, Public Works – Design Engineering
200 South Anaheim Boulevard, Suite 276
Anaheim, CA 92805
(714) 765-5066
CCastellanos@anaheim.net

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If no new environmental issues are identified, then the IS/MND would be forwarded to the Anaheim City Council for approval.

2.0 PROJECT SETTING AND DESCRIPTION

2.1 PROJECT LOCATION

The Lincoln Avenue Widening Project from West Street to Harbor Boulevard (Proposed Project) is located in the City of Anaheim (City) along Lincoln Avenue from West Street to Harbor Boulevard (Project Area). The City encompasses approximately 50 square miles of land within north Orange County (County), approximately 7 miles (mi) inland from the Pacific Ocean and approximately 19 mi southeast of downtown Los Angeles. Regional access to the Project Area is provided by Interstate 5 (I-5), State Route 57 (SR-57), and State Route 91 (SR-91). A regional depiction of the Project Area is shown on Figure 1, Project Location.

2.2 ENVIRONMENTAL SETTING

The Project Area is located in the Colony and Downtown Community Policy Areas, as defined in the City's General Plan Land Use Element (May 2004). Within the Project Area, existing adjacent land uses along Lincoln Avenue include commercial, school, and church facilities to the north and commercial and residential (single- and multi-family) development to the south. The institutional uses are Anaheim Union High School and Saint Boniface Catholic Church and School.

2.2.1 Lincoln Avenue

Lincoln Avenue between West Street and Harbor Boulevard is an undivided road with two through lanes in each direction, designated left-turn pockets at intersections, and on-street parking east of Citron Street. Six intersections are located in the Project Area (three of which are signalized): Lincoln Avenue/West Street (signalized), Lincoln Avenue/Illinois Street, Lincoln Avenue/Ohio Street, Lincoln Avenue/Citron Street (signalized), Lincoln Avenue/Resh Street, and Lincoln Avenue/Harbor Boulevard (signalized). At the intersection of Lincoln Avenue and West Street, Lincoln Avenue has one left-turn lane and three through lanes in the westbound direction. At the intersection of Lincoln Avenue and Harbor Boulevard, Lincoln Avenue provides one left-turn lane and two through lanes in the eastbound direction. At the signalized intersection of Lincoln Avenue and Citron Street, Lincoln Avenue has one left-turn lane and two through lanes in each direction. Figures 2a and 2b, Existing Lincoln Avenue Key View Map and Key Views, include views of the Project Area.

There are no existing striped on-street bike lanes (i.e., Class II bike lanes) in the Project Area. Bicyclists currently use the outside lane for travel through the project limits. No bike lanes are proposed on Lincoln Avenue in the vicinity of the Project Area.

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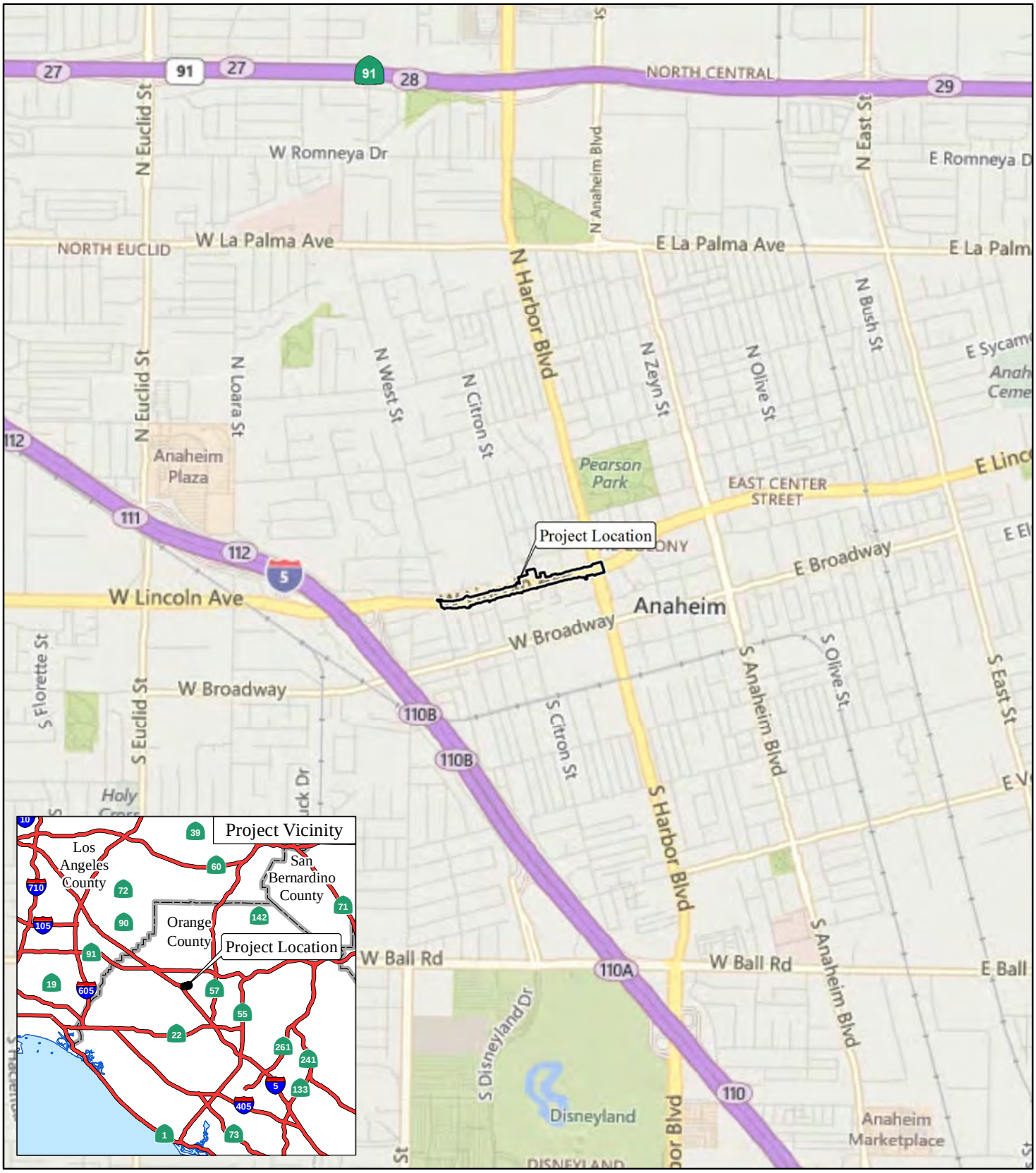

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LEGEND

Project Location

FIGURE 1

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0 1000 2000

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SOURCE: USGS 7.5' Quad - Anaheim (1981), CA

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Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Project Location

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LEGEND

- Key View Location

- Project Boundary

N

0 100 200

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SOURCE: Google Earth

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FIGURE 2a

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Existing Lincoln Avenue Key View Locations

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Key View 1

Key View 2

Key View 3

Key View 4

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FIGURE 2b
Sheet 1 of 4

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Existing Lincoln Avenue Key Views

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Key View 5

Key View 6

Key View 7

Key View 8

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FIGURE 2b
Sheet 2 of 4

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Existing Lincoln Avenue Key Views

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Key View 9

Key View 10

Key View 11

Key View 12

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FIGURE 2b
Sheet 3 of 4

Lincoln Avenue Widening from West Street to Harbor Boulevard Project
Existing Lincoln Avenue Key Views

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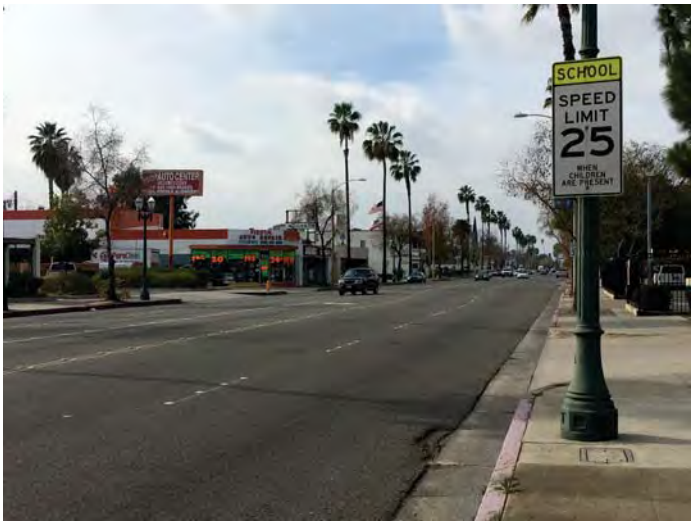

Key View 13

Key View 14

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FIGURE 2b
Sheet 4 of 4

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Existing Lincoln Avenue Key Views

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Lincoln Avenue is designated in the City's General Plan Circulation Element (May 2004) as a "Primary Arterial," which typically includes "six lane divided facilities with no parking or a four lane divided with left turn pockets and two parking lanes." The Proposed Project would be a six-lane divided facility with no on-street parking, which is consistent with the General Plan Circulation Element designation.

2.2.2 Surrounding Land Uses

As shown on Figure 3, General Plan Land Use Map, land uses immediately surrounding Lincoln Avenue are designated by the City's General Plan as Mixed-Use, School, Residential-Low Medium, and Commercial. The City's Zoning Code classifies the areas immediately surrounding Lincoln Avenue as Commercial General (CG) and Multiple-Family Residential Zone (RM-2 and RM-4). Municipal Code Chapter 18.40.040, Structural Setbacks and Yards, includes the provision of a special setback for properties fronting on Lincoln Avenue, west of Anaheim Boulevard and east of the Santa Ana (I-5) Freeway, which includes the Project Area. This special setback area allows a 0-foot street setback and a minimum 10-foot-wide, fully landscaped, street setback area for any street frontage that does not have a building or structure.

2.2.3 Existing and Forecast Traffic

Traffic volumes are anticipated to increase in the future as a result of forecasted growth in population, housing, employment, and intercity/intercounty travel. The *Traffic Study for Lincoln Avenue Widening Project From West Street to Harbor Boulevard* (*Traffic Study*, Appendix A) indicates that the project intersections currently operate at an acceptable level of service (LOS) in the a.m. and p.m. peak hours. By 2035, without improvements, the operation of the Lincoln Avenue/Resh Street (p.m. peak hour) and Lincoln Avenue/Harbor Boulevard (a.m. and p.m. peak hours) intersections would degrade and the intersections would operate at an unacceptable LOS.

2.2.4 Planned Projects

A list of cumulative projects and their locations in the vicinity of the Project Area is shown in Table A, Planned Projects, and on Figure 4, Planned Projects, respectively.

2.3 PROJECT CHARACTERISTICS

The purpose of the Proposed Project is to improve circulation within the Project limits and improve LOS at the six intersections along Lincoln Avenue between West Street and Harbor Boulevard. The Proposed Project would include an additional through lane on Lincoln Avenue in each direction from its intersection with West Street to Harbor Boulevard. Figure 5, Project Features, shows the proposed alignment and associated features. A dedicated right-turn pocket would be added on eastbound Lincoln Avenue at its intersection with Harbor Boulevard. The dedicated right-turn pocket would begin approximately 230 feet (ft) west of the Harbor Boulevard intersection.

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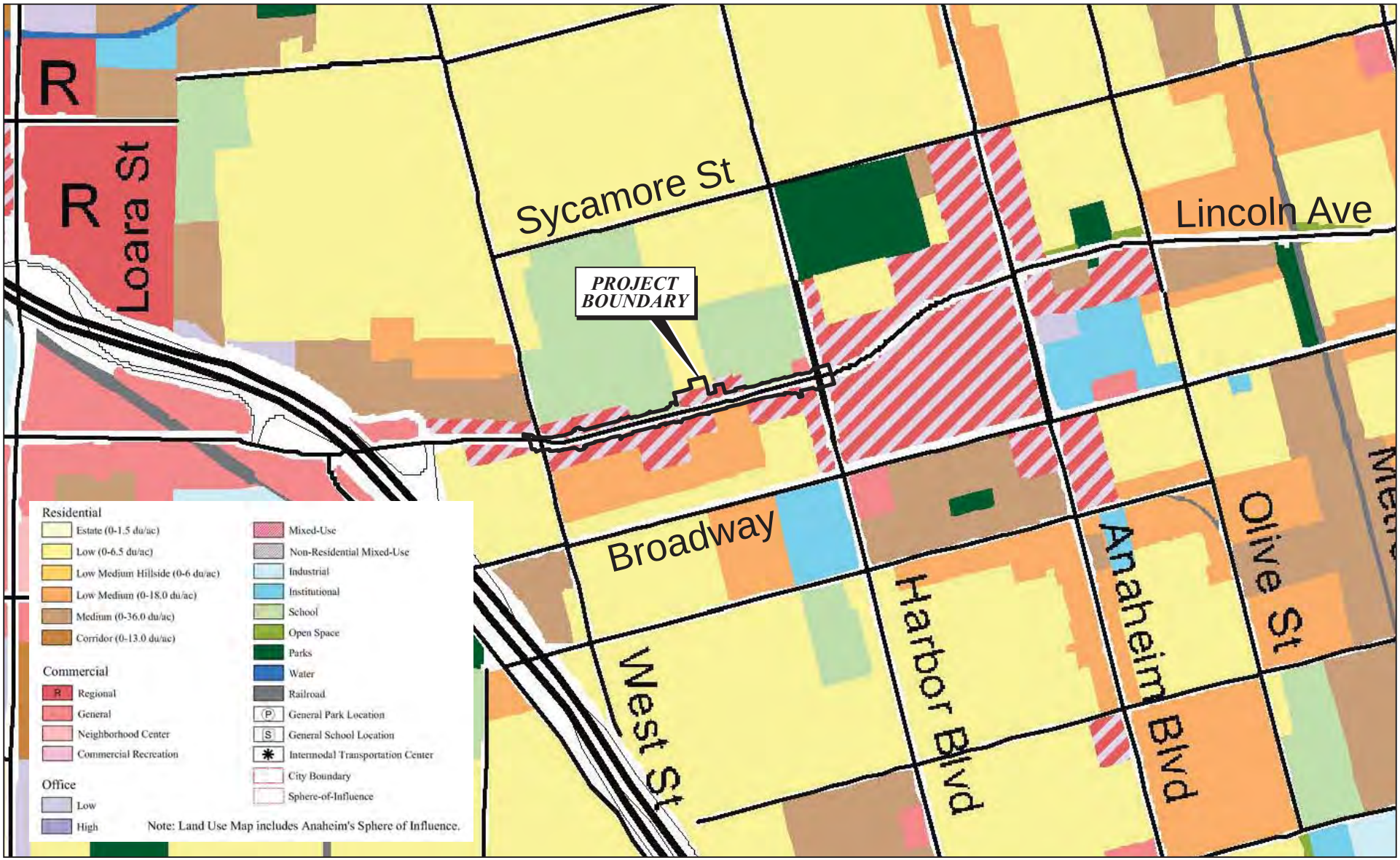

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FIGURE 3

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0 575 1150

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SOURCE: City of Anaheim General Plan Program (Revised 9/27/2016)

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

General Plan Land Use Map

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LEGEND

- Project Area
- X - Cumulative Projects

N

0 600 1200

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SOURCE: Google Earth

FIGURE 4

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Planned Projects

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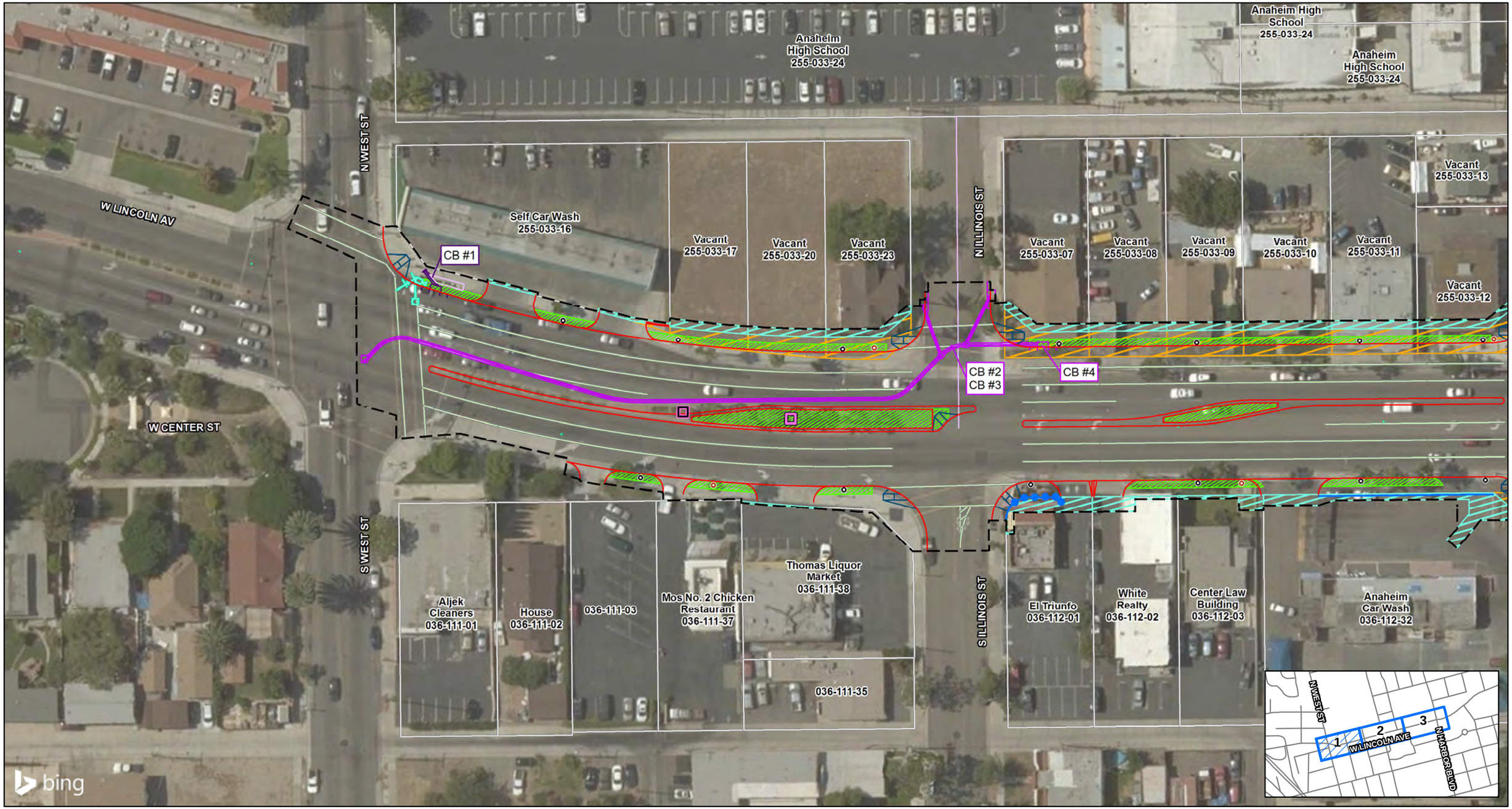

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LEGEND

- Project Area
- Temporary Construction Easement
- Proposed Permanent Right-Of-Way Acquisition
- Parcel Boundary
- Proposed Structural Demolition/Modification
- Proposed Planting Areas
- Proposed Structural Demolition/Modification (ATM)
- Relocated ATM
- Existing Monument Sign (Anaheim Colony Historic District)
- Relocated Monument Sign (Anaheim Colony Historic District)
- Proposed Bus Pad
- Proposed Curb
- Proposed Fenceline
- Proposed Fire Hydrant
- Proposed Grading
- Proposed Ramp (ADA)
- Proposed Retaining Wall
- Proposed Sign
- Proposed Street Light
- Proposed Traffic Signal/Conduit
- Proposed Striping
- Proposed Catch Basin Removal
- New Catch Basins
- Reconstructed Catch Basins

N

0 30 60
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SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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FIGURE 5
Sheet 1 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Project Features

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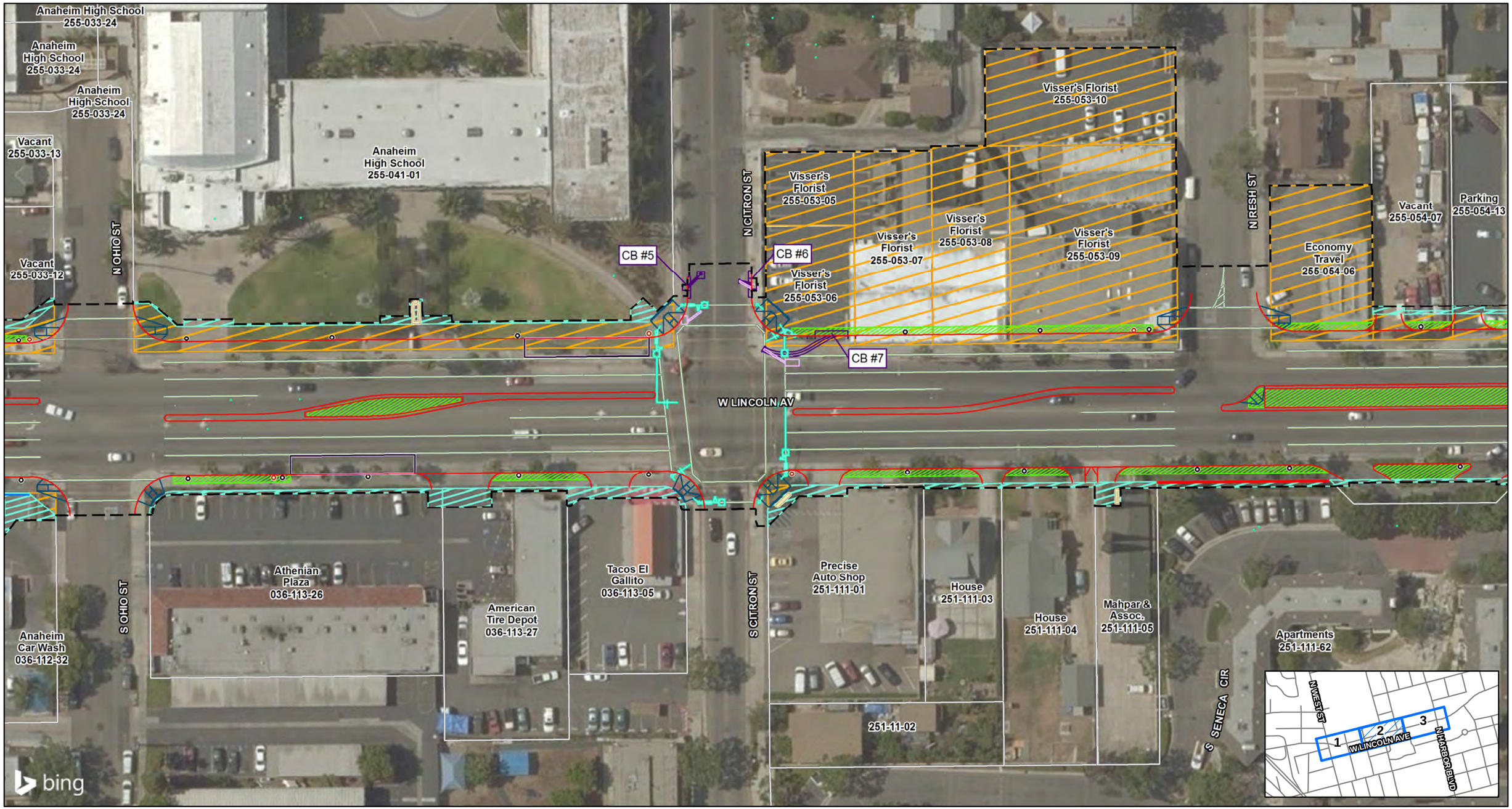

LSA

LEGEND

- Project Area
- Temporary Construction Easement
- Proposed Permanent Right-Of-Way Acquisition
- Parcel Boundary
- Proposed Structural Demolition/Modification
- Proposed Planting Areas
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- Proposed Grading
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- Proposed Sign
- Proposed Street Light
- Proposed Traffic Signal/Conduit
- Proposed Striping
- Proposed Catch Basin Removal
- New Catch Basins
- Reconstructed Catch Basins

0 30 60
FEET

SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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FIGURE 5
Sheet 2 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Project Features

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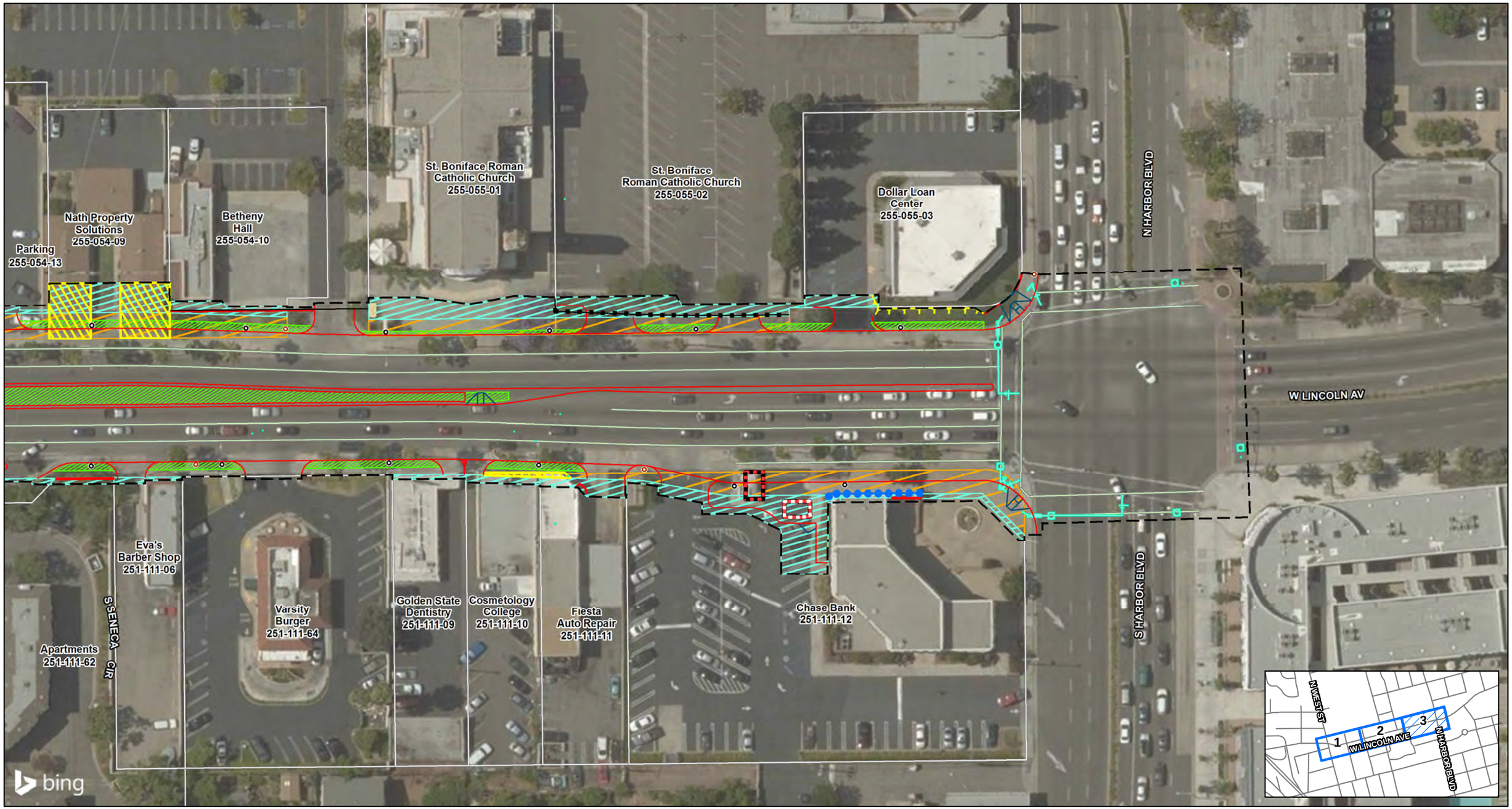

LSA

LEGEND

- Project Area
- Temporary Construction Easement
- Proposed Permanent Right-Of-Way Acquisition
- Parcel Boundary
- Proposed Structural Demolition/Modification
- Proposed Planting Areas
- Proposed Structural Demolition/Modification (ATM)
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- Proposed Street Light
- Proposed Traffic Signal/Conduit
- Proposed Striping
- Proposed Catch Basin Removal
- New Catch Basins
- Reconstructed Catch Basins

N

0 30 60
FEET

SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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FIGURE 5
Sheet 3 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Project Features

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Table A: Planned Projects

Figure 4 Number	Project Name	Address	Description	Phase
1	Anaheim High School Acquisition of Properties	811 West Lincoln Avenue	Acquisition of approximately 2 acres of land on the north side of West Lincoln Avenue between North Illinois Street and North Ohio Street, including the portions of those streets north of West Lincoln Avenue and a public alley between the property and the Anaheim High School site. The acquired parcels would be added to the school site for future parking or other purposes.	Approved on 1/25/16
2	Anaheim Light House DEV2016-00058	1330 West Pearl Street	The applicant requests to establish a group care facility within an existing apartment complex and a variance to permit fewer parking spaces than required by the Zoning Code.	Approved on 9/7/2016
3	Hope Center for the Arts DEV2015-00080	121 South Citron Street	Request to delete a condition of approval pertaining to a time limitation to retain a modular classroom associated with a fine arts program for adults with developmental difficulties.	Under Review
4	Real Barber's College DEV2015-00134	401 West Lincoln Avenue	To expand an existing barber's college within an existing office complex with fewer parking spaces than required by the Zoning Code (The Real Barbers College).	Approved on 9/19/2016
5	BARN DEV2016-00062	350 West Center Street Promenade	Construct a new mixed-use project with 13,500 sf of retail, 15,025 sf of office, and 38 residential units.	Under Review
6	Frontiers Academy DEV2014-00040	310 West Broadway	To permit a preschool/elementary school in conjunction with an existing church facility for up to 100 students.	Approved on 8/11/2014
7	Uptown Village DEV2011-00110	200 North Lemon Street	To request a zone change to the General Commercial and Mixed-Use Overlay Zones to construct a mixed-use project with 220 apartments and 18,000 sf of retail uses.	Approved
8	Auto Body and Sales DEV2015-00123	321–327 North Anaheim Boulevard	To expand an existing auto body, repair, and sales facility, and a variance for (1) front and interior setbacks less than required by the Zoning Code; (2) fewer parking spaces than required by the Zoning Code; and (3) a waiver of street dedication and improvement requirements.	Approved on 3/7/2016
9	River Church DEV2015-00121	201 East Broadway	Permit a church, performing arts theater, restaurant with beer and wine for on-site consumption, accessory retail store, and off-site parking.	Under Review
10	Cambridge Institute DEV2014-00121	280 North Wilshire Avenue	To permit the conversion of an elderly residential care facility into educational housing.	Approved on 1/26/2015
11	Cypress Street Homes DEV2014-00046	701 East Cypress Street	To permit the following zoning entitlements: a reclassification to rezone the property from the RS-3 (Single Family Residential) and I (Industrial) zones to the RS-4 (Single Family Residential) zone; a conditional use permit to construct a 38-unit small lot, detached single-family residential project with modifications to development standards; a variance for (1) driveway lengths less than permitted by Code, (2) a deviation from the City's private street standard pertaining to sidewalk and parkway widths, and (3) a wall height that exceeds Code	Construction

Table A: Planned Projects

Figure 4 Number	Project Name	Address	Description	Phase
			requirements; and (4) a tentative tract map to permit a 38-lot single-family residential subdivision.	
12	Kraemer Building Str DEV2015-00013	201 East Center Street	To amend a conditional use permit to add short-term rental units and restaurants with or without outdoor dining and to add the sales of alcoholic beverages for on-premises consumption to the list of permitted uses within an existing mixed-use residential building.	Approved on 10/29/2015
13	Zoning Code Amendment DEV2016-00011	200 South Anaheim Boulevard	A City-initiated amendment to Title 18 (Zoning) of the Anaheim Municipal Code modifying Chapter 18.08 (Commercial Zones) and 18.38 (Supplemental Use Regulations) related to the sale of fireworks.	Approved on 3/7/2016
14	Anaheim Community Square DEV2016-00018	311 East Broadway	Conceptual Development Review to construct a 100-unit attached single-family residential project on an existing City-owned vacant property.	Under Review
15	Anaheim Community Square DEV2016-00002	305–325 East Broadway	A City-initiated request to amend the General Plan and reclassify the property to accommodate a future residential development.	Under Review
16	Greenhouse DEV2016-00083	350 South Anaheim Boulevard	A new 2,335 sf shell for a future restaurant.	Approved
17	Farmhouse DEV2016-00066	430 South Anaheim Boulevard	A new 3,600 sf commercial building for a new restaurant.	Approved
18	City Center Motel Expansion DEV2015-00005	602–610 North Anaheim Boulevard	To expand an existing motel by adding seven additional rooms; to allow a building setback between the motel addition and the adjacent residential zone that is smaller than required by the Zoning Code; and to allow proposed parking spaces to encroach into the required landscape setback area adjacent to Anaheim Boulevard.	Approved

Source: City of Anaheim, Website: Development Activity: Andy's Map. Website: http://gis.anaheim.net/andysmap/ (accessed October 17, 2016).
sf = square feet/foot

Raised medians would be added and designated left-turn pockets would be provided at the Illinois Street, Ohio Street, Citron Street, Resh Street, and Harbor Boulevard intersections. The existing left-turn pocket on eastbound Lincoln Avenue at Harbor Boulevard would be lengthened to 250 ft to accommodate U-turns. On-street parking would be removed within the project limits. Bicycles would continue to use the existing outside lane similar to the existing condition. Parkways would be reconstructed with 5 ft sidewalks that would be separated from the street by a 5 ft wide curb-adjacent planter strip.

Other improvements would include new pavement, curbs, gutters, sidewalks, and pedestrian ramps through the Project Area. Two replacement bus pads would be added on eastbound and westbound Lincoln Avenue between Ohio Street and Citron Street. Off-site regrading and paving on adjacent private properties would be required to facilitate the joining of the new roadway to

the adjacent property access driveways. Areas planned for striping, signing, and marking improvements are included in the Project Area. The Proposed Project also includes drought-tolerant streetscape enhancements in the proposed raised medians and parkways.

Existing storm drain catch basins and connector pipes would be reconstructed. Three new catch basins would be constructed near the Illinois Street/Lincoln Avenue intersection. In addition, a new 24-inch storm drain line would be constructed in Lincoln Avenue from West Street to Illinois Street to alleviate existing street flooding during rain events. The Proposed Project would include implementation of water quality low impact development (LID) best management practices (BMPs) (e.g., impervious area dispersion and infiltration trenches).

New landscaping (trees and shrubs) would be included in the proposed medians and parkways. The landscape plan is provided in Figure 6, Landscape Plan.

2.3.1 Maximum Limits of Disturbance

The maximum disturbance limits for the Proposed Project is the Project Area shown on Figure 5. The length of improvements along Lincoln Avenue is approximately 2,440 ft. The proposed widening of Lincoln Avenue to three through lanes in each direction would result in a right-of-way cross-section of approximately 106 ft. The anticipated maximum depth of excavation is 6 ft below the existing grade to accommodate the new storm drain and catch basins. Traffic signal poles would be drilled/driven to 10–12 ft below existing grade.

2.3.2 Construction Schedule/Components

Construction activities would include grading, open excavations, and vibration-generating activities. The project does not include pile driving. Construction is anticipated to begin in 2018. The duration of construction would be 10 months.

Construction of the Proposed Project may require temporary lane closures on Lincoln Avenue during construction. While full street closures are not planned, West Broadway would offer an alternative route around the Project Area for the motoring public. Bus service would continue on Lincoln Avenue during construction. Construction staging and controlled lane closures would be utilized to minimize vehicular, bicycle, and pedestrian traffic impacts. Pedestrian traffic would be rerouted around the construction areas. Access to all- properties adjacent to the Project Area would require temporary closures for off-site regrading and paving on adjacent private properties to facilitate the joining of the new roadway to the adjacent properties.

2.3.3 Right-of-Way Acquisition

Temporary construction easements (TCEs) would be required for access to the construction areas and a construction staging area for materials and equipment storage. The TCEs would occupy approximately 9,482 square feet (sf) and 9,922 sf on parcels along the north and south sides of Lincoln Avenue, respectively.

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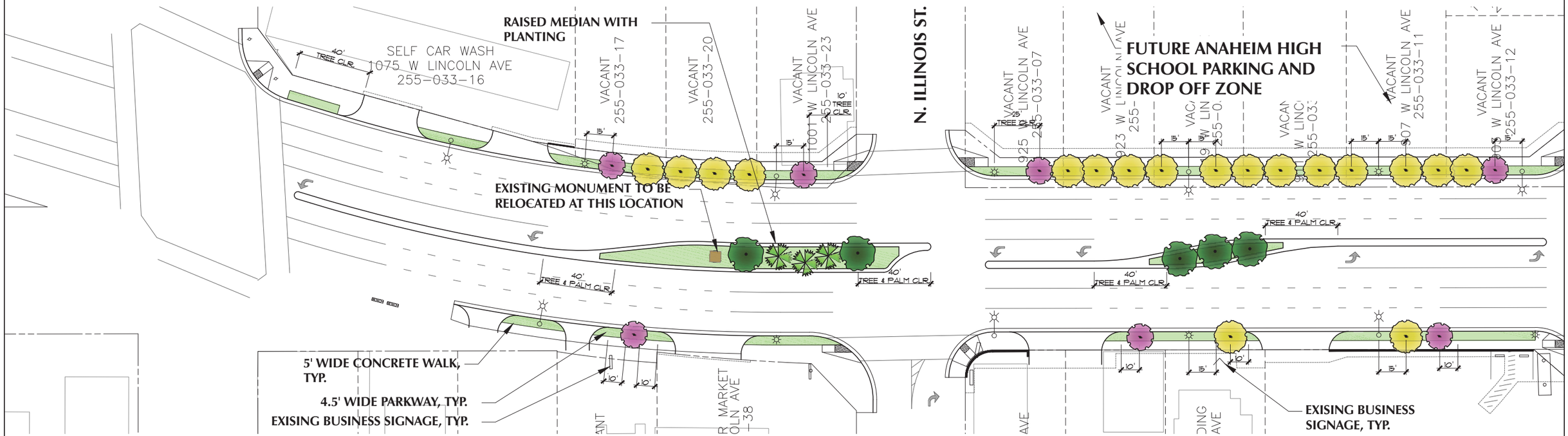

PARKWAY PLANT PALETTE

EVERGREEN TREE (PRIMARY FILLER)

BOTANICAL NAME	COMMON NAME	WUCOL
CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE	MEDIUM


CASSIA LEPTOPHYLLA

DECIDUOUS TREE (SECONARY BOOKEND)

BOTANICAL NAME	COMMON NAME	WUCOL
LAGERSTROEMIA INDICA	CRAPE MYRTLE	MEDIUM


LAGERSTROEMIA INDICA

SHRUBS, PERENNIALS, & GROUNDCOVER:

BOTANICAL NAME	COMMON NAME	WUCOL
CAREX DIVULSA	BERKELEY SEDGE	LOW
RHAPHIOLEPIS INDICA 'BALLERINA'	INDIAN HAWTHORN	LOW


CAREX DIVULSA


RHAPHIOLEPIS INDICA 'BALLERINA'

MEDIAN PLANT PALETTE

PALMS:

BOTANICAL NAME	COMMON NAME	WUCOL
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	LOW


WASHINGTONIA ROBUSTA

EVERGREEN TREE

BOTANICAL NAME	COMMON NAME	WUCOL
MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY MAGNOLIA	MEDIUM


MAGNOLIA GRANDIFLORA 'MAJESTIC BEAUTY'

SHRUBS, PERENNIALS, & GROUNDCOVER:

BOTANICAL NAME	COMMON NAME	WUCOL
AGAVE LOPHANTHA 'QUADRICOLOR'	QUADRICOLOR AGAVE	LOW
AGAVE VICTORIA REGINEA	QUEEN VICTORIA AGAVE	LOW
AGAVE VILMORINIANA	OCTOPUS AGAVE	LOW
ALOE STRIATA	CORAL ALOE	LOW
BULBINE FRUTESCENS 'HALLMARK'	HALLMARK ORANGE BULBINE	LOW
EUPHORBIA TIRUCALLI	FIRESTICKS	LOW
FESTUCA MAIREI	ATLAS FESCUE	LOW
HESPERALOE PARVIFLORA 'BRAKE LIGHTS'	BRAKE LIGHTS RED YUCCA	LOW
KALANCHOE THYSIFLORA 'FLAPJACK'	FLAPJACK	LOW
LANTANA 'NEW COLD'	NEW GOLD LANTANA	LOW


AGAVE LOPHANTHA 'QUADRICOLOR'


AGAVE VICTORIA REGINEA


AGAVE VILMORINIANA


ALOE STRIATA


BULBINE FRUTESCENS 'HALLMARK'


EUPHORBIA TIRUCALLI


FESTUCA MAIREI


HESPERALOE PARVIFLORA 'BRAKE LIGHTS'


KALANCHOE THYSIFLORA 'FLAPJACK'


LANTANA 'NEW COLD'

LSA

N

0 25 50
FEET

SOURCE: Clark & Green Associates

FIGURE 6
Sheet 1 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Landscape Plan

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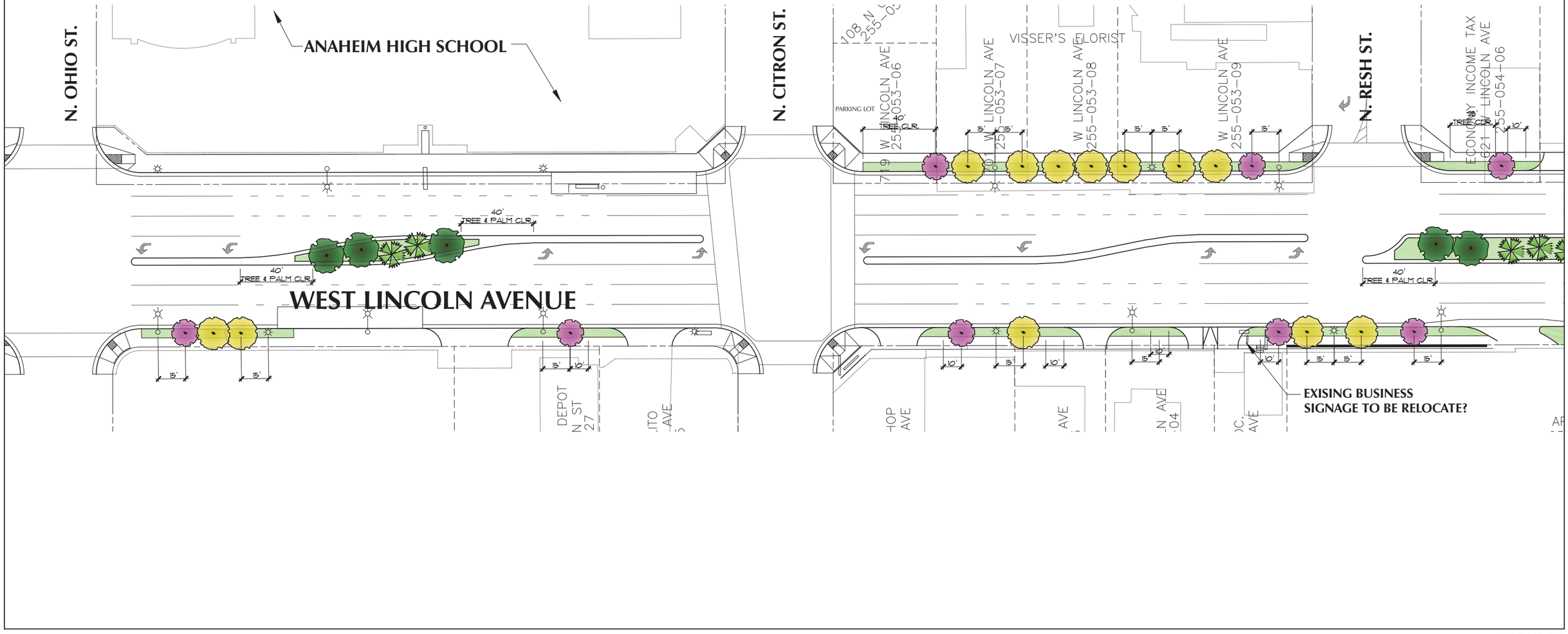

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SOURCE: Clark & Green Associates

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FIGURE 6
Sheet 2 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Landscape Plan

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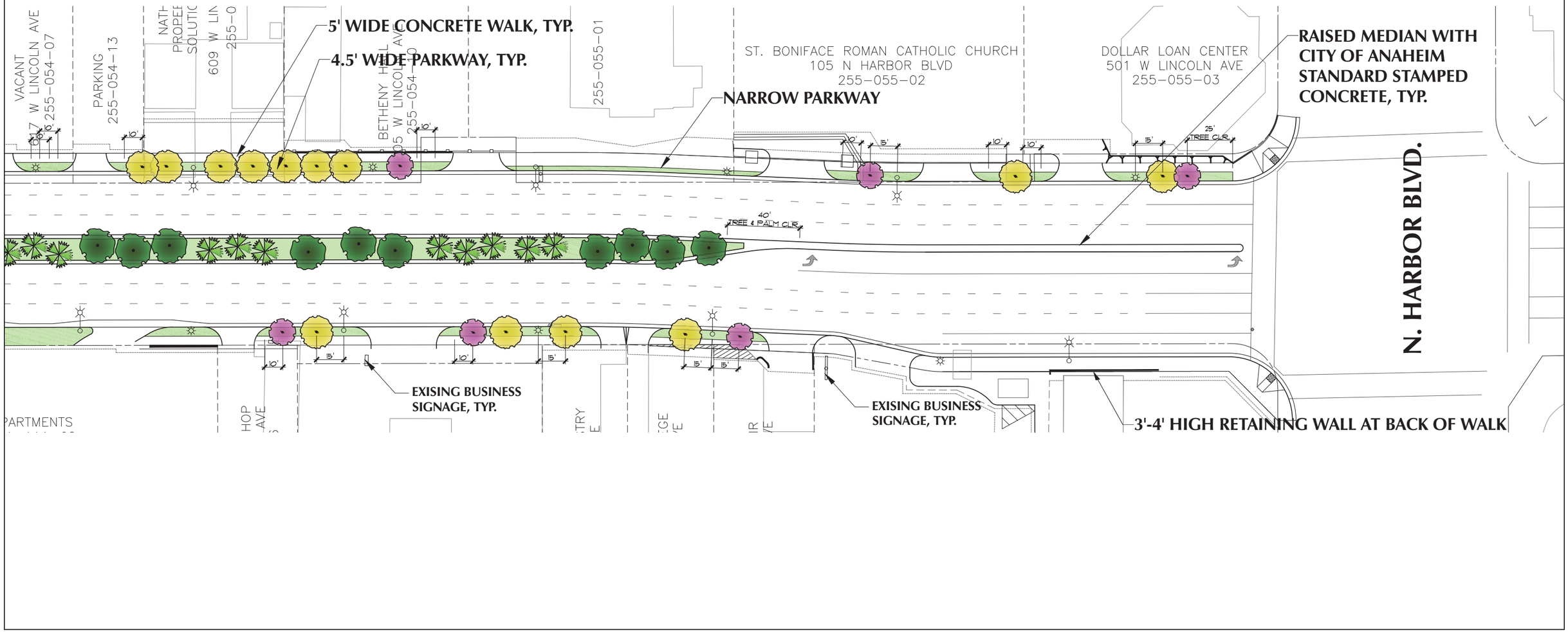

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SOURCE: Clark & Green Associates

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FIGURE 6
Sheet 3 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Landscape Plan

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The Proposed Project would result in the partial acquisitions of 21 parcels on the north and south sides of Lincoln Avenue. Four partial parcel acquisitions on Assessor Parcel Numbers (APNs) 255-054-09, 251-111-10, 251-111-11, and 251-111-12 would require structural demolition and/or modification to the existing building on the property.

The Proposed Project would result in the full acquisitions of seven parcels on the north side of Lincoln Avenue. Two businesses would be included in these acquisitions: Visser's Florist (APNs 255-053-05/06, 6255-053-07, 255-053-08, 255-053-09, and 255-053-10) and Economy Travel (APN 255-054-06). The removal of the buildings proposed for full acquisition would result in a vacant area, which would be available for redevelopment. Future development of these parcels is not included in the Proposed Project.

All TCEs and the proposed right-of-way are shown on Figure 5, Project Features. A summary of the proposed permanent acquisitions and TCEs are included in Table B, Proposed Permanent Acquisitions and Temporary Construction Easements.

2.4 PROJECT APPROVALS

This Initial Study/Mitigated Negative Declaration (IS/MND) serves as the California Environmental Quality Act (CEQA) documentation for all actions associated with the Proposed Project, including all approvals required to implement the project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring program for the Proposed Project.

Table B: Proposed Permanent Acquisitions and Temporary Construction Easements

Assessor's Parcel Number	Address	Description	Permanent Acquisition Area (sf)	Temporary Construction Easement (sf)
North Side of Lincoln Avenue				
255-033-16	1075 West Lincoln Avenue	Self Car Wash	45.2	159.5
255-033-17	1009 West Lincoln Avenue	Vacant	446.3	251.3
255-033-20	1007 West Lincoln Avenue	Vacant	609.7	250.1
255-033-23	1001 West Lincoln Avenue	Werner's Dinner House	801.3	298.3
255-033-07	925 West Lincoln Avenue	Vacant	957.4	294.2
255-033-08	923 West Lincoln Avenue	Vacant	825.0	250.0
255-033-09	919 West Lincoln Avenue	Vacant	767.3	246.2
255-033-10	911 West Lincoln Avenue	Vacant	936.4	283.7
255-033-11	N/A	Vacant	907.5	275.0
255-033-12	N/A	Vacant	1,192.0	348.5
255-041-01	811 West Lincoln Avenue	Anaheim High School	6,103.5	886.5
255-053-05/06[1,2]	719 West Lincoln Avenue	Visser's Florist	1,059.0[3]	--
255-053-07[1]	701 West Lincoln Avenue		825.0[3]	--
255-053-08[1]	711 West Lincoln Avenue		825.0[3]	--
255-053-09[1]	707 West Lincoln Avenue		1,885.9[3]	--
255-053-10[1]	115 North Resh Street		--	--
255-054-06[1]	621 West Lincoln Avenue	Economy Travel	1,206.1[3]	--
255-054-07	617 West Lincoln Avenue	Vacant	841.5	162.5
255-054-13	613 West Lincoln Avenue	Parking	643.5	138.9
255-054-09	609–611 West Lincoln Avenue	Nath Property Solutions[4]	1,278.8	1,474.3
255-054-10	605 West Lincoln Avenue	Bethany Hall	1,242.9	537.2
255-055-01/02[2]	515 West Lincoln Avenue and 120 North Janss Street	Saint Boniface Church	3,550.2	3,245.8
255-055-03	501 West Lincoln Avenue	Dollar Loan Center	--	379.9
		Total	**26,948.8**	**9,481.9**
South Side of Lincoln Avenue				
036-111-38	1000 West Lincoln Avenue	Thomas Liquor Market	--	51.3
036-112-01	922 West Lincoln Avenue	El Triunfo	--	571.6
036-112-02	918 West Lincoln Avenue	White Realty	--	331.8
036-112-03	914 West Lincoln Avenue	Center Law Building	--	236.8
036-112-32	900 West Lincoln Avenue	Anaheim Car Wash	120.4	1,277.7
036-113-26	884 West Lincoln Avenue	Athenian plaza	--	482.0
036-113-27	808 West Lincoln Avenue	American Tire Depot	--	476.6
036-113-05	800 West Lincoln Avenue	Tacos El Gallito	--	543.4
251-111-01	718 West Lincoln Avenue	Precise Auto Shop	120	476.1
251-111-03	710 West Lincoln Avenue	Single-Family Residence	--	150.0
251-111-04	706 West Lincoln Avenue	Single-Family Residence	--	180.0
251-111-05	702 West Lincoln Avenue	Mahpar &Assoc.	--	341.6
251-111-62	126 South Citron Street 100–160 South Seneca Circle 246–290 South Seneca Circle	Apartments	--	892.5
251-111-06	604–606 West Lincoln Avenue	Eva's Barber Shop	--	128.4
251-111-09	532 West Lincoln Avenue	Golden State Dentistry	--	140.9
251-111-10	528 West Lincoln Avenue	Cosmetology College[4]	61	238.3
251-111-11	524 West Lincoln Avenue	Fiesta Auto Repair[4]	195	481.6
251-111-12	101 South Harbor Boulevard	Chase Bank[4]	3,739.4	2,921.1
		Total	**4,234.0**	**9,921.7**

Source: Kreuzer Consulting Group, Preliminary Alignment Plan (May 9, 2016)
[1] Full Acquisition
[2] Property acquisition is on two parcels
[3] Denotes right-of-way needed for street purposes
[4] Requires structural modification
sf = square feet

CITY OF ANAHEIM
ENVIRONMENTAL CHECKLIST FORM

Form Revision Date: 9/16/2015

SITE ADDRESS: Lincoln Avenue between West Street and Harbor Boulevard

PROJECT NAME: Lincoln Avenue Widening Project from West Street to Harbor Boulevard

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.

☒ Aesthetic/Visual	☐ Agricultural & Forestry	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☒ Paleontological Resources	☐ Population/Housing	☒ Public Services
☐ Recreation	☒ Transportation/Traffic	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☒ 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.

Carlos Castellanos, PE, Principal Civil Engineer
City of Anaheim, Department of Public Works

Printed Name/Title

11/1/16

Date

(714) 765-5066

Phone Number

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3.0 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.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Existing Setting

Lincoln Avenue from West Street to Harbor Boulevard (Project Area) is suburban and is surrounded by commercial and residential uses as shown on Figures 2a and 2b, Existing Lincoln Avenue Key View Map and Key Views. The City of Anaheim (City) General Plan (May 2004) does not designate any protected views or visual resources in the project vicinity. The Project Area is in the Anaheim Colony Historic District, and the existing streetscape in the Project Area consists of street trees, most of which are palm trees, and streetlights that are historic and modern in appearance. An Anaheim Colony Historic District monument is located in the Lincoln Avenue median east of North West Street.

The City's General Plan Circulation Element (2004) identifies scenic highways throughout the City. Lincoln Avenue is not designated as a scenic highway or expressway on the City's Planned Roadway Network Map (Revised 2016).

Impact Analysis

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

No Impact. The Project Area is not located within or in proximity to a scenic vista. Lincoln Avenue would be widened in a form and style consistent with the existing configuration of the corridor and intersections at the east and west ends of the Project Area. Associated improvements (e.g., ramp replacements, sidewalks, and driveway connections) would also be designed and constructed similar to existing conditions. The project would include the addition of new street trees and landscaping and the relocation of the existing Anaheim

Colony Historic District monument within the reconstructed median. Therefore, no impact to scenic vistas would occur.

b) Would the project 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?

No Impact. The Project Area is not on or near a designated State Scenic Highway,[1] and there would be no impact to scenic resources within a designated State Scenic Highway.

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

Less Than Significant with Mitigation Incorporated. The visual character will be affected by the demolition of buildings required for the road widening. Vacant land would remain until the parcels are redeveloped. The vacant parcels would be fenced and screened to prevent unauthorized access and block views. Future development of these parcels would be required to be consistent with the General Plan, Zoning Code, and applicable plans and/or policies. Future development on the parcels proposed for demolition is not included as part of the Proposed Project.

Partial acquisitions and structural modifications to buildings would be required under the Proposed Project. The modification of plazas, removal of planting areas, and building modifications to historic structures associated with partial acquisitions would have the potential to affect the visual character at these properties along Lincoln Avenue. Mitigation Measures CUL-2 through CUL-5, discussed in Section 3.5, Cultural Resources, would require specific treatment measures for historic structures in order to maintain the visual setting and integrity of the corridor and the buildings. With incorporation of mitigation, changes to the character of the historic properties requiring modification would be less than significant.

The City has adopted goals, policies, and guidelines for structures and streetscapes in the Anaheim Colony Historic District. The Proposed Project would add hardscape to the existing roadway while including the planting of trees and vegetation in the raised median on Lincoln Avenue and along the parkways, which would soften the appearance of the existing and widened roadway. All streetscape improvements and vegetation would be consistent with the City's planting palette. During construction, Mitigation Measure CUL-1, Anaheim Colony Historic District, (discussed in Section 3.5, Cultural Resources) would require that the street trees (predominantly palm trees) are preserved to the extent feasible and are relocated to the new parkways. Streetlights would be replaced and/or relocated in kind and would match the

[1] California Department of Transportation (Caltrans). Officially Designated State Scenic Highways. Website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed May 6, 2016.

existing historical style on both sides of the street. The project improvements would not include the addition of structures that would permanently degrade the existing visual character or quality of Lincoln Avenue and its surroundings. Implementation of Mitigation Measure CUL-1 would ensure features that are part of the streetscape and are distinctive to the visual quality and character of the historic district are maintained under the Proposed Project.

Short-term visual impacts would occur during construction activities, but these impacts would be limited to the duration of construction. TCE areas would be temporarily closed from public access and work areas would be visible to viewers along the corridor. After completion of the Proposed Project, areas used for TCEs would be restored to their original, or better, condition after completion of construction.

With implementation of Mitigation Measures CUL-1 through CUL-5, impacts to the visual character and quality of the Project Area and its surroundings would be less than significant.

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

No Impact. Existing street lighting on the south side of Lincoln Avenue would remain in place during construction and operation of the Proposed Project. The existing lighting on the north side of Lincoln Avenue would be replaced within the widened right-of-way. Streetlights would be replaced and/or relocated in kind with streetlights that would match in style and brightness on both sides of the street. The proposed lighting conditions would be similar to existing conditions. The Proposed Project would not create new sources of light and glare. Therefore, there would be no impact related to light and glare impacts on daytime or nighttime views in the Project Area.

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3.2 AGRICULTURAL AND FOREST RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Existing Setting

Maps of designated farmlands are compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps use data from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil survey and current land use information using eight mapping categories, and represent an inventory of agricultural resources within the State. The maps depict currently urbanized lands and a qualitative sequence of agricultural designations. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. Mapping of County of Orange (County) farmland categories is conducted every 2 years. The County FMMP maps were reviewed to determine the potential for

impacts to farmland as a result of the Proposed Project. The Orange County Important Farmland 2012 Map designates the Project Area as Urban and Build-Up Land.

Impact Analysis

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

No Impact. A review of the FMMP[1] indicates that no designated Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance are in the project limits or in the Project Area. Therefore, the Proposed Project would not impact any designated farmlands.

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

No Impact. According to the City Zoning Map (Adopted 2004, Revised 2016), the zoning designations on and in the vicinity of the Project Area do not include any agricultural uses. There are no existing Williamson Act contracts on or within the vicinity of the Project Area.[2] Therefore, the Proposed Project would not conflict with zoning for agricultural uses or a Williamson Act contract, and no impact would occur related to these designations.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project Area is in a suburban area surrounded by commercial and residential uses. As stated in 3.2(b), no land on or in the vicinity of the Project Area is zoned for forest land or timber land uses. No forest land or timberland zoning is located in the General Plan and the Project Area. Therefore, the Proposed Project would not conflict with existing zoning for forest land or timberland, and no impact would occur related to these designations.

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

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1 California Department of Conservation. Farmland Mapping and Monitoring Program (FMMP). Orange County Important Farmland 2012. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/ora12.pdf, accessed April 27, 2016.

2 California Department of Conservation. 2015. State of California Williamson Act Contract Land. Website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2014%20Statewide%20Map/WA_2014_36x42.pdf, accessed April 27, 2016.

No Impact. As stated in 3.2(c), no land on or in the vicinity of the Project Area is zoned for forest land. Additionally, the Project Area is currently developed with urban uses. Therefore, the Proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest use, and no impact to these resources would occur.

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

No Impact. As stated in 3.2(a) through 3.2(d), no land on or in the vicinity of the Project Area is zoned for agricultural or forest land. Widening of the road as proposed would not indirectly result in changes to the existing environment that would result in conversion of farmland to non-agricultural use or forest land to non-forest use because the Proposed Project is limited to the study area and no farmland or forest land is located proximate to the study area. Therefore, no impact would occur.

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3.3 AIR QUALITY

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☒	☐
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 thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The analysis in this section is based on the air quality modeling calculated for the Proposed Project (LSA, 2016a) (Appendix B).

Existing Setting

The Project Area is located in the City of Anaheim in the County of Orange, California, within the South Coast Air Basin (Basin), which includes the County and the non-desert parts of Los Angeles, Riverside, and San Bernardino Counties. Air quality regulation in the Basin is administered by the South Coast Air Quality Management District (SCAQMD), which is a regional agency created for the Basin. The following section discusses the environmental setting as well as the federal, State, and local regulations pertinent to the Proposed Project.

Both the State and the United States Environmental Protection Agency (EPA) have established health-based ambient air quality standards (AAQS) for air pollutants. Regional air quality is defined by whether the area has attained or not attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in "non-attainment" are required to prepare plans and implement measures that will bring the region into "attainment." When an area has been reclassified from non-attainment to attainment for a federal standard, the status is identified as "maintenance," and a plan and measures must be established to keep the region in attainment for the following 10 years.

Federal Ambient Air Quality Standards

Pursuant to the Clean Air Act (CAA), the EPA established the national ambient air quality standards (NAAQS). The NAAQS were established for six major pollutants termed as criteria pollutants. Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health and welfare. The NAAQS are two-tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (e.g., impairment of visibility and damage to vegetation and property).

The criteria pollutants of concern that are related to the Proposed Project include ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. PM includes fine particulate matter less than 2.5 microns in size ($PM_{2.5}$) and coarse particulate matter less than 10 microns in size (PM_{10}). The standards for these pollutants are shown in Table C, Ambient Air Quality Standards, and the health effects from exposure to the criteria pollutants are described later in this analysis.

The Project Area is located in a federal and State non-attainment area for O_3, PM_{10}, and $PM_{2.5}$, within a State non-attainment area for NO_2, and within a federal attainment/maintenance area for CO. Orange County is in attainment for lead and SO_2.

California State Implementation Plan

Federal clean air laws require areas with unhealthy levels of O_3, CO, NO_2, SO_2, and inhalable particulate matter to develop State Implementation Plans (SIPs) that describe how those areas will attain NAAQS. The 1990 amendments to the CAA set new deadlines for attainment based on the severity of the pollution problem and launched a comprehensive planning process for attaining the NAAQS. The Statewide air quality SIPs are not single documents but rather a compilation of new and previously submitted plans, programs (e.g., monitoring, modeling, and permitting), district rules, State regulations, and federal controls. Many of California's SIPs rely on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. State law makes the California Air Resources Board (ARB) the Lead Agency for all purposes related to the SIP. Local air districts and other agencies (e.g., the Bureau of Automotive Repair), prepare SIP elements and submit them to the ARB for review and approval. The ARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The Code of Federal Regulations (CFR) Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items included in the California SIP.

South Coast Air Quality Management District

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. Every 3 to 4 years, SCAQMD prepares a new AQMP that updates the previous plan and has a 20-year horizon. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source

Table C: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter ($PM_{2.5}$)[9]	24-Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1-Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1-Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[10]	—	
Lead[12,13]	30-Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[13]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility-Reducing Particles[14]	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: Ambient Air Quality Standards (ARB 2016).

The footnotes for this table are provided on the following page.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once per year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, the new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basins, respectively.

°C = degrees Celsius
µg/m^3 = micrograms per cubic meter
ARB = California Air Resources Board
EPA = United States Environmental Protection Agency
mg/m^3 = milligrams per cubic meter
ppb = parts per billion
ppm = parts per million

categories. The 2012 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound and flexible compliance approaches. SCAQMD adopted the Final 2012 AQMP in February 2013.

Existing Monitored Air Quality

SCAQMD operates several air quality monitoring stations within the Basin. The Anaheim Air Quality Monitoring Station, approximately less than 1 mile (mi) west of the project site at 1630 Pampas Lane, monitors five of the criteria pollutants of concern: CO, O_3, NO_2, PM_{10}, and $PM_{2.5}$. The closest monitoring station with SO_2 data is the Costa Mesa Station, which is approximately 11 mi west of the project site on Mesa Verde Drive. Air quality trends identified from data collected between 2013 and 2015 at both air quality monitoring stations are listed in Table D, Local Air Quality Levels.

The following air quality information briefly describes the various types of pollutants monitored within the vicinity of the Project Area:

- **Carbon Monoxide (CO):** CO is formed by the incomplete combustion of fossil fuels and is emitted almost entirely from automobiles. CO is a colorless, odorless gas that can cause dizziness, fatigue, and impairments to central nervous system functions. The entire Basin is in attainment/maintenance for the federal CO standard and attainment for the State CO attainment standard. State and federal standards were not exceeded between 2013 and 2015.
- **Ozone (O_3):** O_3, a colorless gas with a sharp odor, is one of a number of substances called photochemical oxidants (highly reactive secondary pollutants). These oxidants are formed when hydrocarbons, nitrogen oxides (NO_X), and related compounds interact in the presence of ultraviolet sunlight. The Basin is a non-attainment area for both the federal and State O_3 standards. The State 1-hour O_3 standard was exceeded 2 to 4 times per year in the last 3 years. The State 8-hour O_3 standard was exceeded 5 to 10 times per year in the last 3 years. The federal 8-hour O_3 standard was exceeded 1 to 5 times per year in the last 3 years.
- **Nitrogen Dioxide (NO_2):** NO_2 is a reddish-brown gas with an odor similar to bleach that is a byproduct of fuel combustion from mobile and stationary sources. NO_2 has complex daily (diurnal) concentrations that are typically higher at night. The Basin is determined to have relatively low NO_2 concentrations because very few monitoring stations have exceeded the State standard of 0.25 part per million (ppm) (1-hour) since 1988. NO_2 is itself a regulated pollutant, but it also reacts with hydrocarbons in the presence of sunlight to form O_3 and other compounds that make up photochemical smog. NO_2 decreases lung function and may reduce resistance to infection. The entire Basin has not exceeded either federal or State standards for NO_2 in the past 3 years with published monitoring data. NO_2 is designated as a maintenance area under the federal standards and a non-attainment area under the State standards.
- **Sulfur Dioxide (SO_2):** SO_2 is a colorless, irritating gas formed primarily from incomplete combustion of fuels containing sulfur. Industrial facilities also contribute to gaseous SO_2 levels. SO_2 irritates the respiratory tract, can injure lung tissue when combined with fine

Table D: Local Air Quality Levels

Pollutant		Standard	2013	2014	2015
Carbon Monoxide					
Max 1-hr concentration (ppm)			2.6	3.1	3.1
No. days exceeded:	State	> 20 ppm/1-hr	0	0	0
	Federal	> 35 ppm/1-hr	0	0	0
Max 8-hr concentration (ppm)			2.4	2.1	2.2
No. days exceeded:	State	>9 ppm/8-hr	0	0	0
	Federal	>9 ppm/8-hr	0	0	0
Ozone					
Max 1-hr concentration (ppm)			0.084	0.111	0.100
No. days exceeded:	State	> 0.09 ppm/1-hr	0	2	1
Max 8-hr concentration (ppm)			0.070	0.081	0.080
No. days exceeded:	State	> 0.07 ppm/8-hr	0	6	1
	Federal	> 0.075 ppm/8-hr	0	4	1
Particulates (PM_{10})					
Max 24-hr concentration ($\mu g/m^3$)			77	85	59
No. days exceeded:	State	> 50 $\mu g/m^3$	1	2	1
	Federal	> 150 $\mu g/m^3$	0	0	0
Annual avg. concentration ($\mu g/m^3$)			25.4	26.8	28.3
Exceeds Standard?	State	> 20 $\mu g/m^3$	Yes	Yes	Yes
Particulates ($PM_{2.5}$)					
Max 24-hr concentration ($\mu g/m^3$)			37.8	56.2	45.8
No. days exceeded:	Federal	> 35 $\mu g/m^3$	1	6	3
Annual avg. concentration ($\mu g/m^3$)			10.1	16.1	NA
Exceeds Standard?	State	> 12 $\mu g/m^3$	No	Yes	NA
	Federal	> 15 $\mu g/m^3$	No	Yes	NA
Nitrogen Dioxide					
Max 1-hr concentration (ppm)			0.0815	0.0758	0.0591
No. days exceeded:	State	> 0.18 ppm/1-hr	0	0	0
Annual avg. concentration (ppm)			NA	NA	0.014
Exceed federal standard?		0.053 ppm annual avg.	NA	NA	No
Sulfur Dioxide					
Max 24-hr concentration (ppm)			0.001	0.001	0.001
No. days exceeded:	State	0.04 ppm	0	0	0
	Federal	0.14 ppm	0	0	
Annual avg. concentration:			0.0002	0.0003	0.0001
Exceed federal standard?		0.030 ppm annual avg.	No	No	No

Source 1: United States Environmental Protection Agency (EPA). 2013–2015 Air Quality Data. Website: http://www.epa.gov/airquality/airdata, accessed May 2016.
Source 2: California Air Resources Board (ARB). iAdam Air Quality Data Statistics. Website: http://www.arb.ca.gov/adam, accessed May 2016.
avg. = average
EPA = United States Environmental Protection Agency
hr = hour
$\mu g/m^3$ = micrograms per cubic meter
NA = no data available
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
ppm = parts per million

particulate matter ($PM_{2.5}$), and reduces visibility and the level of sunlight. The entire Basin has not exceeded either federal or State standards for SO_2 in the past 3 years with published monitoring data. The entire Basin is in attainment with both federal and State SO_2 standards.

- **Coarse Particulate Matter (PM_{10}):** PM_{10} occurs from sources including as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and substantially reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. The federal 24-hour PM_{10} standard was not exceeded in the last 3 years. However, the State 24-hour PM_{10} standard had measured exceedances 1 to 2 times within the last 3 years. The State annual average was exceeded for the last 3 years.

  Over 99 percent of inhaled particulate matter is either exhaled or trapped in the upper areas of the respiratory system and expelled. The balance enters the windpipe and lungs, where some particulates cling to protective mucus and are removed. Other mechanisms (e.g., coughing) also filter out or remove particles. Collectively, these pulmonary clearance mechanisms protect the lungs from the majority of inhalable particles.

  Irritating odors are often associated with particulates. Examples of sources of these types of odors include gasoline and diesel engine exhausts, large-scale coffee roasting, paint spraying, street paving, and trash burning.

- **Fine Particulate Matter ($PM_{2.5}$):** $PM_{2.5}$ consists of "fine" particles that are believed to pose the greatest health risks. Because of their small size (approximately one-thirtieth the average width of a human hair), fine particles can lodge deeply into the lungs. Particulate matter primarily impacts infants, children, the elderly, and those with preexisting cardiopulmonary disease. Industry groups challenged the new standard in court, and implementation of the standard was blocked.

  The federal 24-hour standard was exceeded for the last 3 years. The annual average concentrations exceeded the State and federal standards in 2014.

- **Volatile Organic Compounds (VOCs) or Reactive Organic Gases (ROGs):** Hydrocarbon compounds are compounds containing various combinations of hydrogen and carbon atoms that exist in the ambient air. VOCs contribute to the formation of smog and/or may themselves be toxic. VOCs often have an odor, and examples include gasoline, alcohol, and solvents used in paints. There are no specific State or federal VOC thresholds because they are regulated by individual air districts as ozone (O_3) precursors.

- **Lead:** Lead is found in old paints and coatings, plumbing, and a variety of other materials. Once in the bloodstream, lead can cause damage to the brain, nervous system, and other body systems. Children are highly susceptible to the effects of lead. With the exception of Los Angeles County, which is in non-attainment for federal standards, the entire Basin is in attainment for federal and State lead standards. Since the removal of lead from fuels in the 1970s, lead emissions from mobile sources of air pollutants no longer pose a threat to public health. Because the Proposed Project will not involve lead emissions, lead will not be discussed or analyzed further in this report.

Impact Analysis

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

No Impact. As noted, SCAQMD and SCAG are responsible for formulating and implementing the AQMP for the Basin. The regional plan applicable to the Proposed Project is the SCAQMD AQMP. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

Section 3.17, Transportation/Traffic, includes analysis of the level of service (LOS) at Project Area intersections prior to and after implementation of the Proposed Project. By improving the LOS of the analyzed corridor and intersections, the Proposed Project would result in a net improvement in local and regional air quality.

The AQMP is based on growth projections and local roadway designations from local General Plans; therefore, projects that are consistent with the local General Plan are considered to be consistent with the AQMP. The Proposed Project has demonstrated consistency with roadway classification and objectives in the City General Plan Circulation Element. The Proposed Project is consistent with Circulation Element Goal 2.1: "Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections." The Proposed Project is also consistent with the SCAG RTP/SCS goal to "Maximize mobility and accessibility for all people and goods in the region." This is achieved by the project through the improvement of roadway arterials from spot widenings that reduce traffic congestion and pollution. As a result, the Proposed Project is, therefore, consistent with the City General Plan, the SCAG RTP/SCS, and the AQMP. The Proposed Project would not conflict with or obstruct implementation of any applicable air quality plan, and no impact would occur.

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

Less Than Significant Impact. SCAQMD establishes significance thresholds to assess the regional impact of project-related air pollutant emissions in its jurisdiction. SCAQMD establishes emissions thresholds for both short-term construction and long-term operational emissions.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by soil disturbance activities and vehicle exhaust. The construction phases would involve demolition activities; grubbing and land clearing; grading and excavation; drainage, utilities, and sub-grade; and paving roadway surfaces. Emissions from construction equipment would include CO, NO_X, VOCs, SO_2, and directly emitted particulate matter (i.e., $PM_{2.5}$ and PM_{10}).

Regional Significance Thresholds. Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD *Air Quality Analysis Handbook*. The regional daily thresholds for construction emissions, shown below, have been established by SCAQMD and are used in the analysis of air quality impacts for the Proposed Project to determine the potential significant regional air quality impacts.

- Regional Significance Thresholds:
  - 75 pounds per day (lbs/day) of VOCs
  - 100 lbs/day of NO_X
  - 550 lbs/day of CO
  - 150 lbs/day of PM_{10}
  - 55 lbs/day of $PM_{2.5}$

Projects in the Basin with construction-related emissions that exceed any of the emission thresholds below are considered by SCAQMD to be potentially significant.

Localized Significance Thresholds. In its *Final Localized Significance Threshold Methodology* (June 2003), SCAQMD recommends that air quality analyses include an assessment of construction impacts on the air quality of nearby sensitive receptors. Localized significance thresholds (LSTs) represent the maximum emissions from a project site that are not expected to result in an exceedance of the national ambient air quality standards (NAAQS) or the California ambient air quality standards (CAAQS). LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor.

For this project, the appropriate SRA for the localized impacts analysis is Central Orange County (SRA 17). A number of sensitive residential receptors are located adjacent to the Project Area. SCAQMD's LST guidance uses a minimum assessment distance of 82 feet (ft) (25 meters) even for those receptors located closer than 82 ft. The project disturbance area was determined based on the engineering plans.

Construction Localized Significance Thresholds, disturbance area (3.5 ac), SCAQMD minimum assessment distance (82 ft distance):

- 149 lbs/day of NO_X
- 984 lbs/day of CO
- 10 lbs/day of PM_{10}
- 6 lbs/day of $PM_{2.5}$

Short-Term (Construction) Emissions. The construction-related emissions generated during peak construction days for each phase of construction for the Proposed Project are presented in Table E, Maximum Daily Construction Emissions for the Project (lbs/day).

Table E: Maximum Daily Construction Emissions for the Project (lbs/day)

Project Phases	ROG	NO_X	CO	Total PM_{10}	Total $PM_{2.5}$
Demolition	2	19	16	1	1
Grubbing/Land Clearing	1	14	10	1	1
Grading/Excavation	8	86	61	5	4
Drainage/Utilities/Sub-Grade	5	44	34	3	2
Paving	2	19	18	1	1
Maximum	**8**	**86**	**61**	**5**	**4**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**55**
Exceeds Daily SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA Associates, Inc. (2016a) (Appendix B).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gases
SCAQMD = South Coast Air Quality Management District

Construction emissions associated with development of the project roadway improvements were calculated based on the California Emissions Estimator Model (CalEEMod) with inputs on project construction equipment based on the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 7.1.5.1.[1] (Appendix B). Because on-site construction operations must comply with dust control and other measures prescribed by SCAQMD Rule 403 to ensure that short-term construction impacts are minimized, compliance with these rules is assumed in Table D, Local Air Quality Levels. The PM_{10} and $PM_{2.5}$ emissions incorporate a 50 percent control efficiency for fugitive dust as a result of watering and associated dust-control measures required by SCAQMD Rule 403.

Construction emissions associated with development of the project roadway improvements were calculated based on the California Emissions Estimator Model (CalEEMod) with inputs on project construction equipment based on the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 7.1.5.1. (Appendix B). Because on-site construction operations must comply with dust control and other measures prescribed by SCAQMD Rule 403 to ensure that short-term construction impacts are minimized, compliance with these rules is assumed in Table D, Local Air Quality Levels. The PM_{10} and $PM_{2.5}$ emissions incorporate a 50 percent control efficiency for fugitive dust as a result of watering and associated dust-control measures required by SCAQMD Rule 403.

[1] The "Roadway construction emissions model, developed by the Sacramento Metropolitan AQMD, can be used to assist roadway project proponents with determining the emission impacts of their projects (listed under 'Mitigating Air Quality Impacts' heading)." South Coast Air Quality Management District. Air Quality Modeling. Website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-modeling. Accessed October 2016.

As shown in Table D, Local Air Quality Levels, short-term emissions produced during project construction would not exceed SCAQMD daily construction emissions thresholds. Therefore, short-term project impacts related to regional air quality standards would be less than significant, and no mitigation is required.

Localized Emissions. Maximum on-site emissions were modeled for the Proposed Project (Appendix B). Table F, Construction Localized Impact Analysis (lbs/day), lists the peak-day pollutant emissions that would occur during the construction phase. Project construction activities would result in pollutant emissions at the nearest sensitive uses that are all below SCAQMD thresholds of significance. Therefore, project construction activities would result in less than significant air quality impacts in the local vicinity of the Project Area, and no mitigation is required.

Table F: Construction Localized Impact Analysis (lbs/day)

Emissions Sources	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum On-site Emissions	80	54	4	4
SCAQMD LST	**149**	**984**	**10**	6
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Compiled by LSA Associates, Inc. (2016a) (Appendix B).
Note: Source Receptor Area: Central Southern Orange County, 5 ac, 82-foot distance
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Operational Emissions. A quantitative approach to the assessment of a project's emissions is necessary when there is a net increase in emissions, in order to determine whether emissions would exceed SCAQMD's CEQA significance thresholds. If the project results in a net reduction in emissions, which is the case for the Proposed Project, a qualitative analysis is acceptable.

The purpose of the Proposed Project is to improve circulation within the project limits and improve LOS at the six intersections along Lincoln Avenue between West Street and Harbor Boulevard. The Proposed Project is not anticipated to generate traffic. The *Traffic Study* prepared for the project (Advantec Consulting Engineers, 2016) (Appendix A) would result in LOS for various intersections as shown in Section 3.17, Traffic/Transportation. The Baseline 2016 scenario would result in the degradation of LOS to C and E at the intersection of Lincoln Avenue and Illinois Street by 2035, resulting in congested traffic conditions. The intersection of Lincoln Avenue and Harbor Street would have LOS D for the Baseline 2016 scenario and would degrade to LOS F in the 2035 No Project morning peak hour. Other intersections were also projected to have a worsening in LOS. The Proposed Project would address the deficiencies in traffic capacity and would improve the LOS at all analyzed intersections for the 2035 timeframe, with the exception of one intersection. This improvement in traffic capacity would increase average vehicle speeds and would reduce the average vehicle delay during peak-hour traffic.

Section 3.17, Traffic/Transportation, provides a description of the LOS range as it relates to vehicle speeds and traffic volume intersection queues. As shown in Table G, Level of Service for Existing and Project Improvements, LOS D represents those intersections with tolerable operating speeds and is often used as a design standard for urban areas. LOS E describes intersections functioning at capacity and is characterized with 71 to 100 percent of signal cycles that have one or more vehicles that would have to wait through more than one cycle during the peak traffic period. LOS F is used to characterize the worst LOS with long traffic queues, unstable flow, very low vehicle speeds, and stoppages of long duration. Under the post-2035 no project time frame and beyond, three of the six analyzed intersections would function at LOS E or F during the morning or afternoon peak hour, resulting in long vehicle queues, extensive vehicle idling, and the slow vehicle speeds associated with heavy traffic congestion.

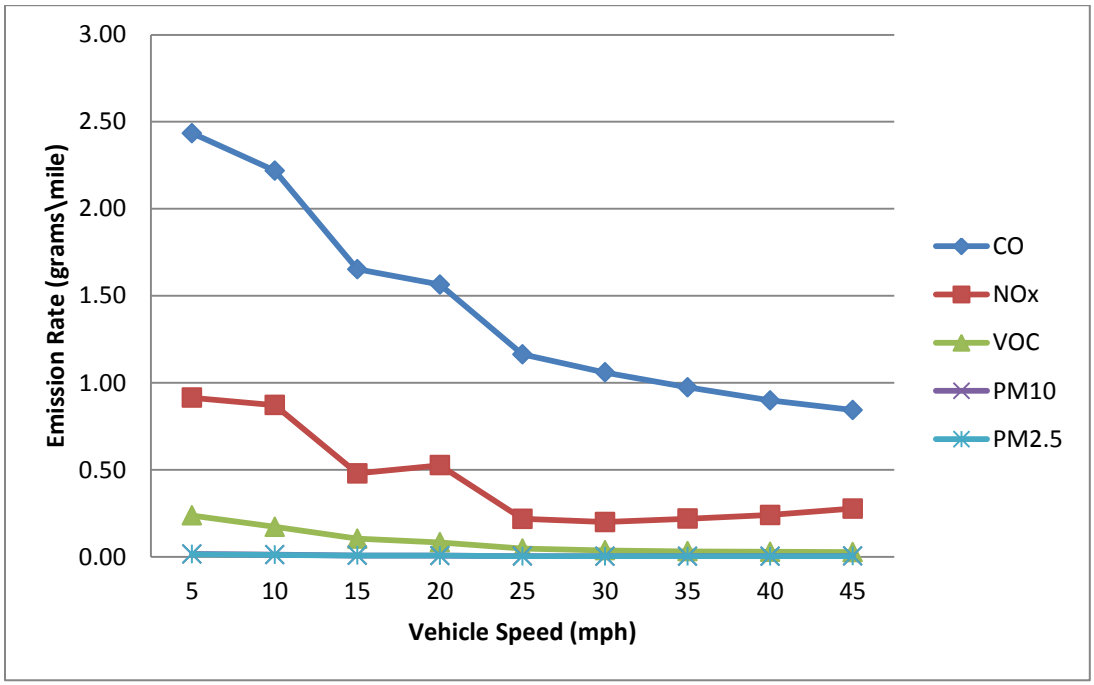
Table G: Level of Service for Existing and Project Improvements

LOS	Traffic Flow Description
A	EXCELLENT. No vehicle wait is longer than one red light and no approach phase is fully used.
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	FAIR. Delays may be substantial during portions of the rush hours, but lower volume periods occur to permit clearing developing lines, preventing excessive backups.
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays.

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* prepared for the project (Advantec Consulting Engineers, 2016) (Appendix A).
LOS = level of service

As discussed in Section 3.17, Transportation/Traffic, intersection LOS in the Project Area would deteriorate over time and the traffic congestion would increase in the 2019 and 2035 without project condition. These projected poor LOS under existing conditions would worsen air quality by increasing the average vehicle delay at intersections, thereby causing more idling emissions to occur. In addition, the projected lower vehicle speeds result in a higher rate of air pollutant emissions than vehicles traveling at greater speeds. The reduction in emission rates as average speeds increase is shown on Figure 7, Speed-Based Emission Rates.

This data shows that with the less-congested traffic conditions and higher vehicle speeds attributable to the Proposed Project, the Proposed Project would result in lower average vehicle emission rates compared to the no project condition. Improvements in LOS would also reduce the time and emissions from vehicles idling at congested intersections. Because the Proposed Project would result in fewer emissions than the no project conditions, the Proposed Project's net emissions would be less than the SCAQMD thresholds.



Source: California Air Resources Board EMFAC2014 Web Database for the year 2019. Website: http://www.arb.ca.gov/emfac/2014, accessed May 2016.

Figure 7: Speed-Based Emission Rates

No quantification is necessary because substantiation was provided showing that the Proposed Project would result in a net benefit to air quality.

Consequently, the LOS of the analyzed intersections will be degraded further in the future by increasing volumes of traffic that would occur under existing conditions. The Proposed Project would improve the LOS of the analyzed intersection and would improve the LOS to at least the design standard for urban roadways. This improvement of the LOS would reduce the average vehicle delay times and associated idling emissions as well as improve the average vehicle speed at the project intersection. The improvement in the average vehicle speed would also reduce the rate of air pollutant emissions generated at the project intersection.

The Proposed Project would address the deficiencies in traffic capacity and improve the LOS at all analyzed intersections in 2035. The improvement in the average vehicle speed would also reduce the rate of air pollutant emissions generated in the Project Area. Because the Proposed Project would improve intersection LOS and would reduce air pollutant emissions generated in the Project Area compared to existing and no project conditions, the Proposed Project would result in a beneficial impact to regional and local air quality during the operations phase of the project. Therefore, the localized operational impacts of the Proposed Project would not violate any air quality standard or contribute to an existing or projected air quality violation, and impacts would be less than significant. No mitigation is required.

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

Less Than Significant Impact. The Project Area is located in a federal and State non-attainment area for O_3, PM_{10}, and $PM_{2.5}$, within a State non-attainment area for NO_2, and within a federal attainment/maintenance area for CO. Orange County is in attainment (federal and State) for lead and SO_2.

Projects that do not exceed SCAQMD thresholds are generally not considered to be cumulatively considerable. The Proposed Project would contribute particulates and the ozone precursors (VOC and NO_X) to the area during short-term project construction, but would not exceed SCAQMD thresholds. The construction emissions would be temporary and would be minimized through dust control and other measures prescribed by SCAQMD to ensure that short-term construction impacts are minimized. As discussed in 3.3(a), the Proposed Project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. In addition, as discussed in 3.3(b), the regional and localized emissions calculated for the Proposed Project construction phase (Table D, Local Air Quality Levels, and Table E, Maximum Daily Construction Emissions for the Project [lbs/day]) would be lower than the applicable SCAQMD significance thresholds for construction activities that are designed to assist the region in attaining the applicable CAAQS and NAAQS.

As discussed in 3.3(b), the Proposed Project would improve intersection LOS in the Project Area, which would reduce the rate of air pollutant emissions generated in the Project Area. Therefore, the Proposed Project would result in a beneficial impact to regional and local air quality during the operations phase of the project.
Project-related construction emissions would be below SCAQMD thresholds, which are applicable to each project constructed in the Basin. Implementation of the Proposed Project would reduce the rate of operational air pollutant emissions. Therefore, impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment would be less than significant. No mitigation is required.

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

Less Than Significant Impact. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Existing residences are located north and south of the project corridor. Table E, Maximum Daily Construction Emissions for the Project (lbs/day), lists the peak-day pollutant emissions that would occur during the construction phase. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations because project operations would not result in a substantial increase in pollutant concentrations. As described in 3.3(b), the Proposed Project may result in increased emissions associated with construction equipment and fugitive dust, but these increases would not exceed SCAQMD regional thresholds or LST emissions thresholds.
As discussed in 3.3(b), the Proposed Project would improve intersection efficiency in the Project Area, and would result in a beneficial impact to regional and local air quality during

the operations phase of the project. Therefore, project impacts related to exposure of sensitive receptors to pollutant concentrations would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Some objectionable odors may emanate from the operation of diesel-powered construction equipment during project construction. These odors, however, would be short term, would be limited to the construction period, and are not expected to be substantial. Operation of the Proposed Project would not introduce any new sources of odor and is not expected to result in objectionable odors in the long term. Therefore, impacts related to the creation of objectionable odors would be less than significant, and no mitigation is required.

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3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Existing Setting

The study area for biological resources consists of the limits of disturbance for the Proposed Project along Lincoln Avenue between West Street and Harbor Boulevard in the City.

A literature review was conducted prior to the initiation of the biological survey in order to determine the potential occurrence of special-interest plant or animal species in or immediately adjacent to the study area. The following sources were used: the California Department of Fish and Wildlife's (CDFW) Rarefind 3 and the California Native Plant Society (CNPS) *Electronic Inventory of Rare and Endangered Vascular Plants of California* (Appendix C).

A biological survey of the study area was conducted on February 18, 2016. During the survey, the entirety of the study area was covered on foot and the existing biological resources were thoroughly assessed. This included identifying and classifying vegetation communities present in the study area, photo documenting the general site conditions, documenting animal species observed or otherwise detected, and searching for any special-interest species that were present or could potentially occur within the study area.

Vegetation

No native plant communities are located in the study area. All plant material consists of ornamental landscaping consisting of introduced trees, shrubs, flowers, and turf grass. The ornamental landscaping in the study area is primarily located in the median on Lincoln Avenue, but there are also street trees within the sidewalk areas. Tree species observed in the study area primarily included Mexican fan palm (*Washingtonia robusta*). Other species observed included Canary Island Pines (*Pinus canariensis*), London Plane Trees (*Plantanus* x *acerifolia*), and various other deciduous trees.

Wildlife

Wildlife species observed in the study area during the biological survey are consistent with common species expected to be present in an urban landscape. These species include the European starling (*Sturnus vulgaris*), mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), and rock pigeon (*Columba livia*).

Special-Interest Species

Special-interest species are those plants or animals that (1) are federally and/or State listed, (2) are currently proposed for listing, or (3) have some other special designation from a resource agency or a recognized conservation organization (e.g., CNPS). No special-interest plant or animal species were observed during the biological survey of the study area. Based on the records search and the absence of native habitat, no special-interest species are expected to occur in the Project Area.

Wetlands and Potential Jurisdictional Drainages

No potential wetlands or other potentially jurisdictional drainages were observed in the study area.

Impact Analysis

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

No Impact. There are no species identified as candidate, sensitive, or special-status species in the study area. The project improvements would replace the existing trees and vegetation with ornamental landscaping similar to existing conditions. The proposed raised median on Lincoln Avenue would be landscaped with drought-tolerant vegetation to conserve water. The Proposed Project would have no impacts a candidate, sensitive, or special-status species, either directly or through habitat modifications.

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

No Impact. The study area is in an urban landscape and no riparian habitat or other sensitive natural communities were identified in the study area. The Proposed Project would have no impact on riparian habitat or other sensitive natural communities.

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

No Impact. Based on a biological survey, no potential jurisdictional waters are located in the study area. Therefore, the Proposed Project would have no impacts on federally protected wetlands as defined by Section 404 of the Clean Water Act.

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

Less Than Significant with Mitigation Incorporated. The study area is in an urban landscape. The Proposed Project would have limited permanent impacts to existing habitat in the study area (e.g., tree removal).

The Migratory Bird Treaty Act (MBTA) protects the taking of migratory birds and their nests and eggs. Bird species protected under the provisions of the MBTA are identified by the List of Migratory Birds (50 Code of Federal Regulations, §10.13). Bird nests and eggs are protected under California Fish and Game Code Sections 3503 and 3503.5.

The Proposed Project may have the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to September 15). Disturbing or destroying active nests is a violation of the MBTA. Project implementation must be accomplished in a manner that avoids impacts to active nests during the breeding season. Therefore, if project construction occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to ground- and/or vegetation-disturbing activities to confirm the absence of nesting birds. As documented in Mitigation Measure

BIO-1, Migratory Bird Treaty Act, avoidance of impacts can be accomplished through a variety of means, including establishing suitable buffers around any active nests.

Implementation of Mitigation Measure BIO-1 would avoid impacts to migratory birds. Therefore, with implementation of mitigation, the Proposed Project's potential impacts on native resident or migratory fish, migratory wildlife corridors, or native wildlife nursery sites would be less than significant.

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

Less Than Significant Impact. Chapter 13.12, Street Trees, of the City Municipal Code applies to all trees in the right-of-way of public streets, as well as trees located in and around public parks and other public facilities. The Municipal Code states: "No person shall cut, trim, plant, remove , spray or in any other manner interfere with any street tree within the City of Anaheim without first having secured written permission for the Director of Community Services or his or her designee" (Ord. 5171 § 1 (part); September 18, 1990: Ord. 5744 § 7; December 12, 2000).

The planting and removal of street trees should be based on the master plan of the city's urban forest (Ord. 5171 § 1 (part); September 18, 1990). Any tree that is removed shall be replaced if a replacement is deemed possible, and should be in accordance with the Official Tree Species List and Tree Master Plan (Ord. 5171 § 1 (part); September 18, 1990: Ord. 5744 § 5; December 12, 2000).

The Proposed Project includes the planting of trees and vegetation in the raised median and sidewalk on Lincoln Avenue and replacement of removed trees, where feasible, with trees that are included on the Official Tree Species List and Tree Master Plan. No other local policies or ordinances protecting biological resources are applicable to the Proposed Project. Therefore, compliance with established local policies and ordinances protecting biological resources (e.g., the City Municipal Code) would result in a less than significant impact. No mitigation is required.

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

No Impact. The study area is located outside of the Orange County Central-Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) Planning Area (the closest NCCP/HCP) and is not subject to an approved HCP. The Proposed Project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP, and no impacts would occur.

Mitigation Measure

BIO-1 **Migratory Bird Treaty Act.** In the event that project construction or grading activities should occur between February 1 and September 15, the City of Anaheim Public Works Director, or designee, will ensure that a qualified biologist conducts a nesting bird survey no more than 3 days prior to commencement of construction activities to confirm the absence of nesting birds. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the biologist will establish suitable buffers around the active nests (e.g., as much as 500 ft for raptors and 300 ft for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas will be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Prior to commencement of grading or demolition, the City of Anaheim Public Works Director, or designee, will verify that all project grading and construction plans include specific documentation regarding the requirements of the Migratory Bird Treaty Act (MBTA), that preconstruction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with visible fencing.

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3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Structure list of the Anaheim Colony Historic District Preservation Plan (April 5, 2010)?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	☐	☒	☐	☐
c) Disturb any human resources, including those interred outside of formal cemeteries?	☐	☐	☒	☐

This section is based on the *Cultural Resources Memorandum of Findings* (LSA, 2016b) (Appendix D) and the *Historic Resources Assessment* (LSA, 2016c) (Appendix E) for the Proposed Project.

Existing Setting

On March 3, 2016, an archaeological and historical resource record search of the Project Area was conducted at the South Central Coastal Information Center, located at California State University, Fullerton. The record search included a review of all recorded historic and prehistoric archaeological sites within 0.25 mile (mi) of the Project Area, as well as a review of known cultural resource survey and excavation reports.

The record search showed that seven cultural resource studies have been previously conducted within the Project Area and vicinity. None of those studies included the Project Area; therefore, the Project Area has not been previously surveyed for cultural resources.

No previously recorded cultural resources are located within the Project Area. A total of 20 cultural resources have been documented within the 0.25 mi record search area.

Typically, a pedestrian field survey would be included as part of an archaeological assessment. However, the Project Area is completely developed, built, landscaped, and paved; no natural ground surface or native soil is visible. Therefore, a field survey for archaeological resources was not conducted.

For the purposes of the *Historic Resources Assessment*, the study area for historic resources (built environment) generally includes entire parcels where direct (physical) impacts are proposed. From March 2016 through June 2016, archival research was completed to determine dates of

construction and ownership/occupant history for the buildings in the study area and to develop the relevant historic contexts.

On April 20, 2016, an architectural historian conducted the intensive-level architectural survey. During the survey, photographs were taken of the exteriors of the historic-period (50 years of age or older) buildings in the *Historic Resources Assessment* area, as well as other features (e.g., the streetscape, historic district monument, and streetlights). In addition, notes were recorded detailing the structural and architectural characteristics and current conditions of the buildings and associated features.

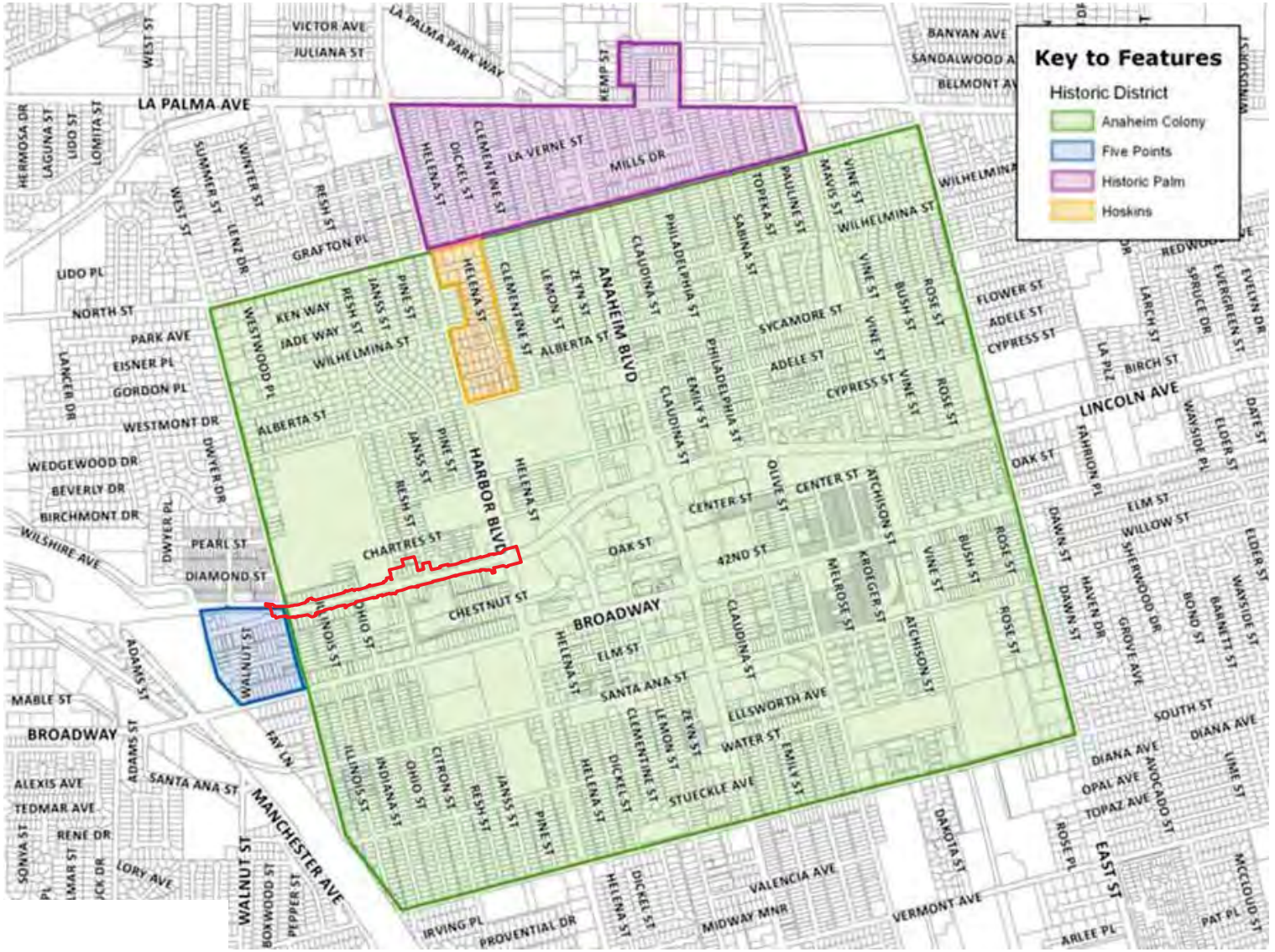
Historical significance evaluations for the historic-period resources identified in the study area were conducted, and conclusions were made regarding whether any of them qualify as a "historical resource" as defined by the California Environmental Quality Act (CEQA). The resources were evaluated using the information provided in the Anaheim Citywide Historic Preservation Plan and the criteria in the Anaheim List of Qualified Historic Structures for properties within the Anaheim Colony Historic District (ACHD; Figure 8, Anaheim Colony Historic District Map). In addition, each property was evaluated under California Register of Historical Resources (CRHR) criteria. The historical resources evaluated under CEQA are included in Table H, Historical Resources Pursuant to the California Environmental Quality Act.

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines and/or identified on the Qualified Historic Structure list of the Anaheim Colony Historic District Preservation Plan (April 5, 2010)?

Less Than Significant with Mitigation Incorporated. Based on a record search, archival review, and architectural survey, 18 historic-period properties in the study area were documented and evaluated in the *Historic Resources Assessment.* These consist of a church, a high school, 11 commercial properties, 3 single-family residences, and 2 properties that include commercial and residential uses. Six of these properties were previously determined to be contributors to the ACHD. During the architectural field survey, it was noted that all of the buildings located on the north side of West Lincoln Avenue between North Illinois Street and North Ohio Street have been previously removed for the expansion of Anaheim High School.

Of the 18 historic-period resources identified and documented in the study area for this project, 7 were determined to be "historical resources" pursuant to CEQA (Table H, Historical Resources Pursuant to the California Environmental Quality Act). These properties are all within the locally designated ACHD, which is also a historical resource for the purposes of CEQA. Refer to Figure 5, Project Features, for locations of the historic resources.



LSA

LEGEND

- Project Area

FIGURE 8

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Anaheim Colony Historic District Map

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Table H: Historical Resources Pursuant to the California Environmental Quality Act

Name	Address/APN	Year Built	CHR Status Code	Evaluation
Anaheim Colony Historic District (ACHD)	Boundaries: North, South, East, and West Streets	N/A	5D1	• Locally designated historic district.
Saint Boniface Church	120 North Janss Street 255-055-01	1963–1964	3CS	• Noncontributor to ACHD. • Significant at the local level under CRHR criteria 1 for its association with the City's history.
Bungalow Court	609–611 West Lincoln Avenue 255-054-09	Circa 1915	5D1	• ACHD contributor. • Not eligible for CRHR.
Mahpar & Associates	702 West Lincoln Avenue 251-111-05	Circa 1930	3CS/5D1	• ACHD contributor. • Significant at the local level under CRHR criterion 3 as an example of a relatively rare property type.
Single-Family Residence	706 West Lincoln Avenue 251-111-04	Circa 1915	3CS/5D1	• ACHD contributor. • Significant at the local level under CRHR criteria 1 and 3 for association with the Early Suburbanization and Ebb of Agriculture period and architecture.
Single-Family Residence	710 West Lincoln Avenue 251-111-03	1910	3CS/5D1	• ACHD contributor. • Significant at the local level under CRHR criteria 1 and 3 for association with the Early Suburbanization and Ebb of Agriculture period and architecture.
Anaheim High School	811 West Lincoln Avenue 255-041-01	1936	3CS/5D1	• ACHD contributor. • Significant at the local level under CRHR criteria 1, 2, and 3 for association with Depression-era relief programs, notable people, and architecture.
Werner's Dinner House	1001 West Lincoln Avenue 255-033-23	1910–1911	5D1	• ACHD contributor. • Not eligible for CRHR.
Chase Bank	101 South Harbor Boulevard 251-111-12	<50 years old	N/A	• Local consideration, but no formal designation.

ACHD = Anaheim Colony Historic District
APN = Assessor's Parcel Number
City = City of Anaheim
CRHR = California Register of Historical Resources
N/A = not applicable
3CS= Appears eligible for the CRHR as an individual property through survey evaluation.
5D1= Contributor to a district that is listed or designated locally.

Anaheim Colony Historic District. Although the project would result in the demolition of the two commercial units that are part of the bungalow court (609–611 West Lincoln Avenue) and may potentially result in the removal of one Craftsman residence (1001 West Lincoln Avenue), all of which are ACHD contributors, the Proposed Project would not result in a significant impact to the ACHD as a whole. The ACHD is approximately 1.8 square miles in size and includes more than 1,100 contributing properties (Figure 8, Anaheim Colony Historic District Map; Figure 9, West Lincoln Avenue Looking West from Near Harbor Boulevard; and Figure 10, West Lincoln Avenue Looking Northeast from 1018 West Lincoln Avenue).

Source: Google Maps, April 2015.

Figure 9: West Lincoln Avenue Looking West from Near Harbor Boulevard

Monument in Median (April 20, 2016)

Figure 10: West Lincoln Avenue Looking Northeast from 1018 West Lincoln Avenue

The removal of one Craftsman residence, which is already boarded up and approved for relocation, and the removal of two of five bungalow court units would not be a substantial adverse change to the historic character of the ACHD with implementation of the mitigation measures described in this section. This segment of the West Lincoln Avenue streetscape has already sustained alterations that visually associate it more with the 1960s than with the pre-1949 period. To minimize impacts to the setting of the ACHD, the existing street trees should be maintained to the extent feasible. Mitigation Measure CUL-1 includes the requirement to preserve or replace, if relocation is not feasible, existing street trees, in a similar size deemed appropriate to the new parkways. Implementation of Mitigation Measure CUL-1 would ensure features that are part of the setting and are distinctive to the character of the historic district are maintained under the Proposed Project. Therefore, with implementation of Mitigation Measure CUL-1, impacts to the ACHD would be less than significant.

On August 17, 2016, City staff shared a draft site plan of the Proposed Project with a local, ad-hoc, Historic Preservation Committee (HPC). This group consists of approximately 20 residents who reside in and around the ACHD. Functioning as an advisory group, the HPC represents the ACHD and local historic district residents in matters related to historic preservation. Other than the disappointment over the demolition of Visser's Florist, the reaction to the plan was mostly positive. The members recognized the need for the widening and that the steps taken in the proposed landscape design would help beautify the corridor.

120 North Janss Street (Saint Boniface Church). The impact area for this property runs across the entire street frontage and extends from the southerly property line approximately 20 feet north to the stairs. Approximately 15 feet of this area would be part of a permanent

right-of-way acquisition to accommodate the additional through lane with new curb and gutter, a 5 ft wide sidewalk, and a 2 ft wide landscaped parkway. The remaining 5 ft would be for a temporary construction easement (TCE), which would be returned to the church in a condition that is at least as good, or better than, that which existed prior to the construction. The Proposed Project would reduce the plaza area in front of the church from approximately 20 ft to approximately 5 ft. The Proposed Project would also remove two planters, a short pole sign, and a mature tree. No physical changes to the church building are proposed. Figure 11 shows Saint Boniface Church at 120 North Janss Street.

Façade, View to The North (April 20, 2016)

Figure 11: 120 North Janss Street,
Saint Boniface Church

Reducing the plaza in the manner proposed could, to some degree, compromise the church's ability to convey its association with the earlier 1950–1970 period. However, no physical barriers would be located between the church property and the public sidewalk and parkway. Therefore, visually, the space in front of the church would not appear incompatible with the massing, size, and scale of the church. The 2 ft wide landscaped parkway would act as a buffer between the street and the gathering space in front of the church and, although part of the public right-of-way, would help define the space in front of the church. The Proposed Project would not result in any adverse changes to this historical resource. Therefore, the Proposed Project would result in a less than significant impact to this historical resource, and no mitigation is required.

609–611 West Lincoln Avenue (Bungalow Court). The impact area for this property runs across the entire street frontage and extends from the southerly property line approximately 35 ft north, encompassing the two commercial units. Within this area, approximately 15 ft would be acquired to accommodate the additional through lane with new curb and gutter, a 5 ft wide sidewalk, and a 5 ft wide landscaped parkway. The remaining 20 ft would be for a TCE, which would be returned to the property owner in a condition that is at least as good, or better than, that which existed prior to the construction. The Proposed Project would result in the removal of the two commercial units and the decorative concrete block wall and wooden gates that span the distance between the units and block the courtyard and residential units from view. In addition, it is likely that a portion of the courtyard area would be subjected at least temporarily to impacts by the demolition work. The removal of the buildings and screen wall would result in an approximately 1,500 sf (20 × 75 ft) vacant area at the front of the property. Figure 12 shows the Bungalow Court at 609–611 West Lincoln Avenue.

Façade, View to the North (April 20, 2016)

Figure 12: 609–611 West Lincoln Avenue, Bungalow Court

This bungalow court consists of five buildings, two of which have been altered to accommodate commercial uses. The frontages of the two bungalows facing the street were altered in a previous realignment of Lincoln Avenue completed in 1980, which affects the historic integrity of these structures. The loss of these two commercial units would further compromise the integrity of the property. However, the property would retain multiple units in a U-shaped layout around a central courtyard and would retain its historic use as a bungalow court. To avoid potentially significant impacts to this resource, any repairs to the remaining features and/or buildings and the areas left vacant from demolition should be consistent with the historic character of the property. If the remaining units and courtyard are not damaged or are repaired in a manner consistent with the current design, color, texture, and other visual qualities and materials of the features damaged, the property would still be recognizable as a small bungalow court and would retain its ability to convey an association with the ACHD's period of significance and contribute to the historic character of the district. Mitigation Measure CUL-2 requires the City to ensure that the damaged property features are repaired in a historically appropriate manner for a small bungalow court by including these specifications on the project plans and having a qualified professional review the plans. Although the removal or alteration of historic materials would occur at this historical property, implementation of Mitigation Measure CUL-2 would ensure that features that are part of the setting and are distinctive to the character of the historical resource are retained in the remaining features and/or buildings and areas left vacant from demolition. Therefore, with implementation of Mitigation Measure CUL-2, impacts to 609–611 West Lincoln Avenue would be less than significant.

702 West Lincoln Avenue (Mahpar & Associates). The impact area for this property runs across the entire street frontage and extends a few feet into the property adjacent to the sidewalk. The encroachment into private property is to accommodate a TCE, which is needed for the reconstruction of a 5 ft wide landscaped parkway, a 5 ft wide sidewalk, and a new driveway approach. The area required for the TCE would be returned to the property owner in a condition that is at least as good, or better than, that which existed prior to the construction. Other project components in this area are completely within existing right-of-way and include the addition of a through lane on West Lincoln Avenue with a new curb, gutter, and drainage facilities, and installation of a narrow median and left-turn pocket. Figure 13 shows Mahpar & Associates at 702 West Lincoln Avenue.

Façade, View to the South (April 20, 2016)

Figure 13: 702 West Lincoln Avenue, Mahpar & Associates

The Proposed Project would not result in any adverse changes to this historical resource. Therefore, the Proposed Project would result in a less than significant impact to a historical resource, and no mitigation is required.

706 West Lincoln Avenue (Single-Family Residence). The impact area for this property runs across the entire street frontage and extends a few feet into the property adjacent to the sidewalk. The encroachment into private property is to accommodate a TCE, which is needed for the reconstruction of a 5 ft wide landscaped parkway, a 5 ft wide sidewalk, and a new driveway approach. The area required for the TCE would be returned to the property owner in a condition that is at least as good, or better than, that which existed prior to the construction. The new driveway approach appears to be slightly east of its current location, but presumably would not necessitate changes to the driveway alignment. Other project components in this area are completely within existing right-of-way and include the addition of a through lane on West Lincoln Avenue with a new curb, gutter, and drainage facilities, and installation of a narrow median and left-turn pocket. Figure 14 shows the single-family residence at 706 West Lincoln Avenue.

Façade, View to the South (April 20, 2016)

Figure 14: 706 West Lincoln Avenue, Single-Family Residence

The Proposed Project would not result in any adverse changes to this historical resource. Therefore, the Proposed Project would result in a less than significant impact to this historical resource, and no mitigation is required.

710 West Lincoln Avenue (Single-Family Residence). The impact area for this property runs across the entire street frontage and extends a few feet into the property adjacent to the sidewalk. The encroachment into private property is to accommodate a TCE, which is needed for the reconstruction of a 5 ft wide landscaped parkway, a 5 ft wide sidewalk, and a new driveway approach. The area required for the TCE would be returned to the property owner in a condition that is at least as good, or better than, that which existed prior to the construction. Other project components in this area are completely in existing right-of-way and include the addition of a through lane on West Lincoln Avenue with a new curb, gutter, and drainage facilities and installation of a narrow median. Figure 15 shows the single-family residence at 710 West Lincoln Avenue.

Façade and East Elevation, View to the Southeast (April 20, 2016)

Figure 15: 710 West Lincoln Avenue, Single-Family Residence

The Proposed Project would not result in any adverse changes to this historical resource. Therefore, the Proposed Project would result in a less than significant impact to this historical resource, and no mitigation is required.

811 West Lincoln Avenue (Anaheim High School). The impact area for this property runs across the entire West Lincoln Avenue frontage and small portions of the North Ohio Street and North Citron Street frontages at the east and west corners of the property. Along the West Lincoln Avenue frontage, the impact area extends from the southerly property line approximately 20 ft north, except at the central walkway to the school entrance where it extends approximately 35 ft north, encompassing a section of the landscaped median in that walkway. This area would accommodate approximately 20 ft of a permanent right-of-way acquisition that would include an additional through lane with a new curb and gutter, a bus pad, sidewalk, and a few feet for a TCE. The additional 15 ft at the central walkway will accommodate a TCE and a proposed sign. The TCE would be returned to the property owner in a condition that is at least as good, or better than, that which existed prior to the construction. At the east and west corners of the property, additional right-of-way would be needed to facilitate construction of disabled-accessible ramps. The project would result in the

removal of some landscaping, the modern semicircular plaza and monument sign, and portions of the walkways , as well as alterations to the historic-period landscaped median design elements in the central walkway. The wide walkway leading to the auditorium and the narrow walkway from the Lincoln Boulevard/Citron Avenue intersection would each be shortened by approximately 15 ft and the turf areas currently adjacent to the sidewalk would be reduced by about 20 ft. Figures 16 and 17 show Anaheim High School at 811 West Lincoln Avenue.

Façade (Partial), View to the North (April 20, 2016)

Figure 16: 811 West Lincoln Avenue, Anaheim High School

Façade (Partial), View to the North (April 20, 2016)

Figure 17: 811 West Lincoln Avenue, Anaheim High School

The depth of the front setback from the southerly property line to the building ranges from approximately 75 ft at the auditorium to about 100 ft at the main entrance to the school. The depth of the setback complements the size, scale, and massing of the building and the proposed loss of 15 to 20 percent of this setback would be a noticeable change to the setting. However, the resource derives its significance from its architecture and associations with the architect, builder, and Depression-era relief programs. While reduction of the front setback would compromise the integrity of the setting to some degree, it would not diminish these associations or the integrity of the building and, therefore, would not result in a substantial adverse change in the significance of the resource.

To minimize the potential impacts associated with the reduced setback, the design of the central walkway with the landscaped median would be preserved to the maximum extent feasible, including restoration of areas temporarily impacted during construction. To reduce potentially significant impacts to Anaheim High School, the following mitigation would be included in the project plans and implemented as part of the project:

1. Any damage to the existing walkways and/or median in the central walkway shall be repaired in a manner consistent with the existing design, color, texture, and other visual qualities and materials of the features damaged;
2. The design of the central walkway with the landscaped median shall be preserved to the maximum extent feasible; and
3. The lawn area shall be squared off at the corners where the central walkway meets the right-of-way.

Mitigation Measure CUL-3 includes these design standards for the walkways and landscaping adjacent to Anaheim High School. Implementation of Mitigation Measure CUL-3 would restore features that are part of the setting and are distinctive to the character of the historical resource. Therefore, with implementation of Mitigation Measure CUL-3, impacts to Anaheim High school would be reduced to less than significant.

1001 West Lincoln Avenue (Werner's Dinner House). The approximately 20 ft wide impact area for this property extends across the entire West Lincoln Avenue frontage and part of the North Illinois Street frontage. Within this area approximately 15 ft will be part of a permanent right-of-way acquisition to accommodate an additional through lane with a new curb and gutter, a 5 ft wide sidewalk, a 5 ft wide landscaped parkway, and an Americans With Disabilities Act (ADA) accessible ramp. The remaining 5 ft is for a TCE. Figure 18 shows Werner's Dinner House at 1001 West Lincoln Avenue.

Façade, View to the North (April 20, 2016).

Figure 18: 1001 West Lincoln Avenue, Werner's Dinner House

City staff has indicated the house will be relocated as part of a previously approved project. The relocation is anticipated to happen prior to any construction related to the Proposed Project. If that occurs, there will be no impact to this historical resource as a result of this project. However, if the house is not relocated as part of that project, the Proposed Project would result in a potentially substantial adverse change to this historical resource due to the proposed right-of-way acquisition at this property. The residence can be relocated on the same property or moved to another location in the City. An off-site location should be within a historic neighborhood, preferably within the ACHD. If this is not feasible, an alternative location approved by City staff would be acceptable. Mitigation Measure CUL-4 requires the relocation of this historical resource in the event that the house is not relocated prior to construction of the Proposed Project. Therefore, with implementation of Mitigation Measure CUL-4, impacts to 1001 West Lincoln Avenue would be reduced to less than significant.

101 South Harbor Boulevard (Chase Bank). Although less than 50 years old, this property has been evaluated for potential impacts to historical resources. This property consists of a former Home Savings and Loan (now Chase Bank) building. The building, including the related artwork, plaza, and landscape planters, retains a high degree of integrity and is noteworthy as the work of Millard Sheets. Therefore, to avoid impacts to unique features of this property, outdoor features (i.e., the circular planter, sculpture, brick planters, and steps), as well as the symmetry of these features, should be preserved in place if possible. If avoidance is not feasible or cannot be substantially minimized, the symmetry of the exterior plaza would be destroyed. Therefore, the property shall be photographically documented by a

professional photographer prior to any exterior alterations. Figure 19 shows the Chase Bank at 101 South Harbor Boulevard.

Façade and east elevation, view to the west (Source: Google April 2015).

Figure 19: 101 South Harbor Boulevard, Chase Bank

The photographs should be printed on archival paper and should be kept on file at the Anaheim Heritage Center. They may also be kept on file at the City of Anaheim and offered to the property owner for on-site display. Photographic documentation is specified in Mitigation Measure CUL-5. Implementation of Mitigation Measure CUL-5 would ensure that the features that are part of the setting and are distinctive to the character of the historical resource are preserved or replicated under the Proposed Project. Therefore, with implementation of Mitigation Measure CUL-5, impacts to this resource would be reduced to less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?

Less Than Significant with Mitigation Incorporated. The record search for the Proposed Project found no recorded archaeological resources in the Project Area. The Project Area has been previously disturbed to proposed excavation depth by development. Based on the current study, there is little potential for the Proposed Project to impact known archaeological resources. However, there is the potential to encounter unknown archaeological resources during construction. As a precautionary measure to avoid or minimize any impacts to potential unknown archaeological resources, CUL-6 requires a professional archaeologist to evaluate any cultural material encountered during construction and to halt construction if materials are found. Therefore, the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource and no mitigation is required.

c) Would the project disturb any human resources, including those interred outside of formal cemeteries?

Less Than Significant Impact. The Proposed Project would not disturb any known human remains, including those interred outside of formal cemeteries in or near the Project Area. If unknown human remains are encountered during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources

Code (PRC) Section 5097.98. This requirement is included in CM-1. With compliance to CM-1, the Proposed Project effects to unknown human remains are less than significant.

Compliance Measures

CM-1 If human remains are encountered during construction, the City of Anaheim Public Works Director, or designee, shall notify the County Coroner who will make a determination of origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98.

Mitigation Measures

CUL-1 **Anaheim Colony Historic District.** Prior to issuance of a construction contract, an assessment of the street trees in the Project Area shall be conducted to evaluate the health and feasibility of the existing trees. A note shall be included in the construction drawings and specifications indicating any trees to be relocated in the new parkways. During construction, the City of Anaheim Public Works Director, or designee, shall ensure that the street trees (predominantly palm trees) are preserved to the extent feasible and relocated to the new parkways.

CUL-2 **609–611 West Lincoln Avenue (Bungalow Court).** Prior to issuance of a construction contract, the City of Anaheim Public Works Director, or designee, shall ensure that the following requirements are met:

- A note is included in the construction drawings and specifications indicating that any damage to the courtyard hardscape features and/or buildings that are proposed to remain shall be repaired in a manner that matches the current design, color, texture, and other visual qualities and materials of the features damaged.
- A treatment plan has been prepared for the areas left vacant from the demolition of the two commercial units, by a qualified architectural professional, to ensure that it does not detract from the historic character of the property and reviewed and approved by City staff.

CUL-3 **811 West Lincoln Avenue (Anaheim High School).** Prior to issuance of a construction contract, the City of Anaheim Public Works Director, or designee, shall ensure that the following requirements are met:

- A note is included in the construction drawings and specifications indicating that any damage to the existing walkways and/or median in the central walkway shall be repaired in a manner that matches the current design, color, texture, and other visual qualities and materials of the features damaged.
- The design of the central walkway with the landscaped median shall be preserved to the maximum extent feasible.

- The lawn area where the central walkway meets the right-of-way was historically squared-off at the corners and this design should be replicated as part of the proposed construction.

CUL-4 **1001 West Lincoln Avenue (Werner's Dinner House).** Prior to issuance of a construction contract, the City of Anaheim Public Works Director, or designee, shall ensure that the residence at this address is relocated to another area of the existing property or to a different property. An off-site location should be within a historic neighborhood, preferably within the ACHD. If this is not feasible, an alternative location approved by City staff would be acceptable.

CUL-5 **101 South Harbor Boulevard (Chase Bank).** Prior to issuance of a construction contract, the City of Anaheim Public Works Director, or designee, shall review the construction drawings and specifications and ensure that physical impacts to the property at 101 South Harbor Boulevard (Chase Bank) are minimized to the maximum extent possible. The outdoor features (circular planter, sculpture, brick planters, and steps), as well as the symmetry of these features should be preserved in place if possible. If impacts to these features cannot be avoided, or significantly minimized, the symmetry of the exterior plaza will be destroyed. Therefore, the property shall be photographically documented by a professional photographer prior to any exterior alterations. The photographs shall be printed on archival paper and shall be kept on file at the Anaheim Heritage Center.

CUL-6 **Discovery of Archaeological Material.** If cultural material is encountered during construction, the City of Anaheim Public Works Director, or designee, will ensure that work in the area of the discovery stops until a professional archaeologist can assess the nature and significance of the find and make appropriate recommendations.

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3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving.				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Existing Setting

This section is based on the *Geotechnical Investigation* (Albus-Keefe & Associates, Inc., 2016) (Appendix F) and the Safety Element in the City General Plan (2004).

The City is located in a seismically active area, like the majority of California. The City is subject to seismic shaking from active faults located outside the City limits. These identified major faults systems include the Newport-Inglewood and Whittier-Elsinore Faults, but no Alquist-Priolo Earthquake Fault Zones are located in the City (City of Anaheim, 2004). Potentially active faults

are in close proximity to the City, including the El Modeno, Peralta Hills, and Norwalk faults, but these are not subject to the provisions of the Alquist-Priolo Earthquake Fault Zoning Act (City of Anaheim, 2004).

A subsurface exploration for the *Geotechnical Investigation* was conducted on May 11, 2016, and selected samples were tested for soil conditions and to evaluate the general agricultural suitability for future landscaping. The upper 1.5 to 2 ft of artificial soils consisted of dense silty sand that was damp to moist. Extending below this layer and to the limits of the investigation (approximately 5 ft), the alluvial soils typically consisted of medium dense silty sand that was damp to moist and medium dense.

According to the Safety Element of the City General Plan, Figures S-2, Generalized Geologic Map, and S-3, Seismic and Geologic Hazards (May 2004), the Project Area is located on geologic units consisting of Alluvium, and is in a part of the City that is not subject to potential liquefaction.

Impact Analysis

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

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

Less Than Significant Impact. No Alquist-Priolo Earthquake Fault Zones are located in the City. The known potentially active faults in close proximity to the City are the El Modeno, Peralta Hills, and Norwalk faults. According to the General Plan Safety Element (May 2004), these potentially active faults have a low possibility of ground rupture within the City. According to the Safety Element of the City General Plan (Figure S-2, Generalized Geologic Map), no known faults are in or immediately adjacent to the Project Area.

The Proposed Project includes roadway improvements and would not include the construction or rehabilitation of structures for human occupancy. All design and construction activities would be conducted pursuant to the current California Building Code, the City Municipal Code, and the recommendations contained in the *Geotechnical Investigation* (Appendix F), including requirements regarding seismic design and structural features. Therefore, potential for the exposure of people or structures to potential substantial adverse effects related to fault rupture as provided in the Alquist-Priolo Earthquake Fault Zoning Act or known faults is less than significant.
No mitigation is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Strong seismic ground shaking has the potential to occur in the Project Area and in the surrounding area due to high rates of seismic activity throughout Southern California. The extent of ground shaking associated with an earthquake depends on the size of the earthquake and the geologic material of the underlying area. As discussed in 3.6(a)(i), the General Plan's Safety Element (May 2004) indicates the City is subject to seismic shaking from faults in the proximity of the City. The Project Area is not located on any of these faults. All design and construction activities would be conducted pursuant to the current California Building Code, the City Municipal Code, and the recommendations contained in the *Geotechnical Investigation* (Appendix F), including requirements regarding seismic design and structural features. These regulations detail specific measures, including seismic design parameters, to minimize the risk of loss, injury, or death resulting from strong ground shaking.

With adherence to seismic engineering and design criteria, seismic ground-shaking hazards at the Proposed Project would be less than significant. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when shallow, loose, unconsolidated, fine- to medium-grained sediments saturated with water are subjected to shaking as a result of an earthquake. This causes the soils to lose cohesion, leading to liquefaction.

According to the Safety Element of the General Plan (May 2004) and State of California Seismic Hazard Zone Map for the Anaheim Quadrangle (California Department of Conservation, 1998), the Project Area is not in an area with historic occurrence of liquefaction or geotechnical or groundwater conditions indicating potential for ground displacements. The historical shallowest groundwater depth in the vicinity of the Project Area is approximately 50 ft below ground surface (Albus-Keefe & Associates, Inc., 2016).

As discussed, the project does not propose habitable structures and thus would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure (e.g., liquefaction). The original roadway and Proposed Project improvements are subject to California geotechnical standards and regulations (e.g., the California Building Code) to reduce impacts related to seismic hazards, including liquefaction. Therefore, the Proposed Project would result in less than significant impacts related to seismic events, including liquefaction.

iv) Landslides?

No Impact. According to the General Plan Safety Element (2004), the Project Area is located outside of the areas of the City with landslide potential. The State of California

Seismic Hazard Zone Map for the Anaheim Quadrangle (California Department of Conservation, 1998) does not identify a risk for landslides in the Project Area or vicinity. The Proposed Project would not introduce any new topographical features or elements that would increase the risk of landslide within the project vicinity. Therefore, there would be no potential impacts to the Proposed Project related to landslides.

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

Less Than Significant Impact. The Project Area is an existing roadway, and the majority of the area is paved. During construction, earthwork and grading activities would disturb and expose soils. All construction activities would be subject to the California Building Code and would be required to comply with the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB).

The National Pollutant Discharge Elimination System (NPDES) program regulates storm water and non-storm water discharges associated with construction or demolition activities including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance equal to or greater than 1 ac. The NPDES program requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which will prescribe Best Management Practices (BMPs) that the discharger will use to protect storm water runoff and provide erosion control. Implementation of an SWPPP and the BMPs would minimize the impacts related to soil erosion to less than significant levels. With compliance with the CGP and the City's erosion control ordinance, potential impacts of the Proposed Project that are related to soil erosion or loss of topsoil are considered less than significant. No mitigation is required.

Operation of the Proposed Project would not result in erosion impacts due to the impervious condition of the Project Area. The Proposed Project would result in a permanent decrease in impervious surface area by approximately 1 percent compared to the existing Project Area due to the addition of landscaped medians and parkways. As a result, the volume of runoff during a storm would be similar to existing conditions.

The Proposed Project would include the reconstruction of storm drain catch basins and connector pipes along the widened roadway and the construction of three new catch basins near the Illinois Street/Lincoln Avenue intersection. Figure 5, Project Features, provides the location of the catch basin improvements in the Project Area. A new 24-inch lateral storm drain line would be constructed from the existing 30-inch reinforced concrete pipe in West Street to the east to Illinois Street. The three new catch basins are proposed to catch surface flows running westerly on Lincoln Avenue and southerly on Illinois Street and connect to the new storm drain line in Lincoln Avenue via 18-inch connector pipes. The existing catch basins would be reconstructed and reconnected at the new curb locations.

The LID BMPs will include impervious area dispersion and infiltration trenches. The Proposed Project would route runoff toward the landscaped medians and parkways, which would be designed to naturally treat sediment and potential pollutants. Debris screens would be installed at the catch basin inlets. All BMPs (structural and nonstructural) for the project

would be incorporated into the Final Water Quality Management Plan (WQMP), which would be approved by the City during final design.

With implementation of operational BMPs, the new and reconstructed catch basins, and landscaped areas, impacts related to erosion during operation would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The project would not change the existing geologic setting of the Project Area. The Proposed Project would be located in and adjacent to geologic units of Alluvium. According to the Safety Element of the City General Plan, the Project Area is not in an area identified as having earthquake-induced landslide potential.

According to the Seismic Hazard Zone Report for the Anaheim and Newport Beach 7.5-Minute Quadrangles (Department of Conservation, 1997, revised 2006), the main body of the Anaheim Quadrangle is underlain by the Los Angeles Basin, which includes up to 4,200 ft of relatively unconsolidated Pleistocene marine and nonmarine sediments and up to 170 ft of unconsolidated nonmarine sediments. The report further states that liquefaction analyses of Pleistocene sedimentary layers, with few exceptions, resulted in factors of safety greater than 1.0. Therefore, the report concluded that all Pleistocene deposits in the Anaheim and Newport Beach Quadrangles have been mapped as having low susceptibility to liquefaction.

The Project Area topography is relatively flat and was historically developed as an existing roadway. A design-level geotechnical report will be prepared to determine soil stabilization and recommendations to reduce seismic risks (*Geotechnical Investigation* [Appendix F]). Furthermore, all design and construction activities would be conducted pursuant to the current California Building Code, the City Municipal Code, and the recommendations contained in the *Geotechnical Investigation*. Therefore, with compliance to these codes and recommendations, the risk of hazard associated with unstable or expansive soils, lateral spreading, subsidence, liquefaction, or collapse would be less than significant. No mitigation is required.

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

Less Than Significant Impact. Expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell) in response to dry and moist conditions and can result in cracking and structural failure of pavement and foundations. Based on the boring excavations conducted as part of the *Geotechnical Investigation* (Albus-Keefe & Associates, Inc., 2016) (Appendix F), the limits of the borings (5 ft) indicate that the Project Area is underlain by silty sand, which is not associated with expansive soils. The *Geotechnical Investigation* (Appendix F) would be incorporated into the

final construction plans. Therefore, impacts related to substantial risks associated with expensive soil would be less than significant. No mitigation is required.

e) Would the project 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 is an improvement to the existing Lincoln Avenue and does not include the construction of, or connections to, a septic or alternative wastewater disposal system. Therefore, the Proposed Project would not result in impacts related to the soil's capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no impacts would occur.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Global climate change (GCC) is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (e.g., precipitation or wind) that last for an extended period of time.

The prevailing scientific opinion on climate change is that "most of the warming observed over the last 50 years is attributable to human activities" (IPCC 2013). Increased amounts of carbon dioxide (CO_2) and other greenhouse gases (GHGs) are the primary causes of the human-induced component of warming. The observed warming effect associated with the presence of GHGs in the atmosphere (from either natural or human sources) is often referred to as the greenhouse effect.

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC include the following:

- CO_2
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Currently, neither the CEQA statutes nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG emissions impact analysis. Significance criteria are left to the judgment and discretion of the Lead Agency. The discussion in this section provides an overview of the regulatory considerations and methodological approach related to GHGs for the Proposed Project.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "Global Warming Solutions Act," passed by the State legislature on August 31, 2006. AB 32 requires the ARB to:

- Establish a Statewide GHG emissions cap for 2020, based on 1990 emissions, by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG emissions by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions would be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reduction of GHGs by January 1, 2011.

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill (SB) 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to minimize and mitigate a project's GHG emissions. The new guidelines were incorporated into Title 14 of the CCR (*State CEQA Guidelines*) in March 2010.

The *State CEQA Guidelines* encourage Lead Agencies to consider many factors in conducting a CEQA analysis, but preserve the discretion granted by CEQA to Lead Agencies in making their determinations. Section 15064.4 of the *State CEQA Guidelines* specifies how Lead Agencies may develop and employ thresholds of significance for GHG emissions. *State CEQA Guidelines* Section 15064.4 states:

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> > (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or
> >
> > (2) Rely on a qualitative analysis or performance-based standards.
>
> (b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

> (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
>
> (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
>
> (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

State CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data, "and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." The *State CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of the *State CEQA Guidelines* requirements for cumulative impact analysis.

As such, currently neither the CEQA statutes, OPR guidelines, nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

When assessing a project's GHG emissions, Lead Agencies must describe the existing environmental conditions or setting without the project and determine what constitutes a significant impact "consistent with available evidence and current CEQA practice."

Not every project that emits GHGs will necessarily contribute to a significant cumulative impact on the environment. If it is determined a project will contribute to a significant GHG impact, mitigation should be implemented.

Impact Analysis

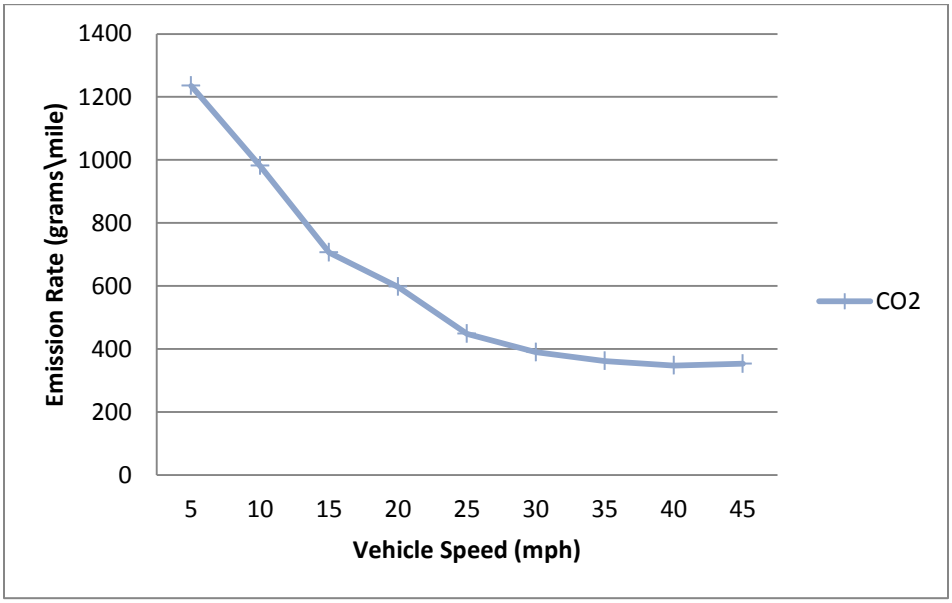
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. An individual project does not generate enough GHG emissions to significantly influence GCC. Rather, GCC is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHGs (AEP 2007). In assessing cumulative impacts, it must be determined if a project's incremental effect is

"cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies that California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California. One of the most effective strategies to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources (e.g., automobiles) occur at stop-and-go speeds (i.e., 0–25 miles per hour [mph]) and speeds over 55 mph; the most severe emissions occur from 0–25 mph. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions (particularly CO_2) may be reduced.

Because the purpose of the Proposed Project is to reduce existing and future congestion and improve LOS at the analyzed project intersections, the Proposed Project would reduce GHG emissions from vehicles operating in proximity to project related intersections. The discussion of the reduction in emissions of criteria pollutants associated with improvement in average vehicle speeds and reduction in average vehicle delay also applies to GHG emissions from roadway vehicles. Figure 20, Level of Service for Existing and Project Improvements, depicts how emission rates would decline with increasing vehicle speeds. Because the project would reduce traffic congestion and the resulting GHG emissions from vehicles, the project would result in a beneficial impact to climate change.



Source: California Air Resources Board EMFAC2014 Web Database. Website: http://www.arb.ca.gov/emfac/2014, accessed May 2016.

Figure 20: Level of Service for Existing and Project Improvements

Therefore, the Proposed Project's impact to long-term regional GHG emissions would be less than significant impact, and no mitigation is required.

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

No Impact. As discussed above, the principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Statewide plans and regulations (e.g., GHG emissions standards for vehicles) are being implemented at the Statewide level, and compliance at the specific plan or project level is not addressed.

The City of Anaheim has not adopted a Climate Action Plan nor adopted or established any quantitative GHG emissions significance criteria for GHG emissions. In July 2015, the City adopted a *Greenhouse Gas Reduction Plan* (City of Anaheim, Public Utilities, 2015) focusing on the power supply and sustainability measures (e.g., water conservation, the transportation sector, energy efficiency and investments in renewable energy). The *Greenhouse Gas Reduction Plan* identifies estimated GHG emissions reductions from each activity or program, including the electric vehicles. The greenhouse gas reduction targets are noted for years 2015, 2020, and 2030 for each utility sector, activity, or program.

The Proposed Project would improve traffic congestion and thereby reduce the idling and low vehicle speeds that tend to generate higher levels of GHG emissions than traffic conditions functioning at higher levels of service. As demonstrated in 5.7.a, implementation of the Proposed Project would result in a net reduction of GHG emissions associated with congestion at the study area intersections due to the improved operational efficiency along the project roadway corridor. Therefore, the Proposed Project would not conflict with the goals of AB 32 and the City's *Greenhouse Gas Reduction Plan's* idle reduction measure. Therefore, the Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, and no impact would occur.

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3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
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.	☐	☐	☐	☒
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)?	☐	☐	☒	☐

Existing Setting

This section is based on the 14 Phase I Environmental Site Assessment Reports (Partner Engineering and Science, Inc., August 2016) (Appendix G) prepared for parcels in the Project Area requiring partial or full right-of-way acquisitions (Table I, Phase I Environmental Site Assessment Findings). Refer to Chapter 4.0, References, for a list of the 14 Phase I Environmental Site Assessment Reports prepared for the Proposed Project.

The objective of an Environmental Site Assessment (ESA) is to identify existing or potential Recognized Environmental Conditions (RECs) (as defined by American Society for Testing and Materials Standard E1527-13). For the purpose of the ESAs, a site reconnaissance survey was conducted on July 31, 2016, to visually observe indicators of potential environmental impacts to the project, including significant staining or degraded pavement, underground storage tanks (USTs), aboveground storage tanks (ASTs), storage of hazardous materials and wastes, groundwater monitoring wells and remediation systems, dry cleaning facilities, transformers, pesticide use, industrial facilities, current or historic gasoline stations, distressed vegetation, and the presence of pits, ponds, or lagoons. An environmental information database search was conducted on July 21, 2016, that included federal, State, and local databases. Historic site maps and aerial photographs were also consulted in accessing the environmental conditions in the Project Area.

Impact Analysis

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

Less Than Significant Impact. The Proposed Project is a transportation project and would not routinely transport, use, or dispose of hazardous materials. Any materials used during construction would be used in compliance with applicable federal, State, and local laws and regulations. Therefore, project impacts associated with hazards from the routine transport, use, or disposal of hazardous materials into the environment would be similar to existing conditions and are considered less than significant. No mitigation is required.

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

Less Than Significant Impact. The potential for releasing hazardous materials into the environment would be limited to vehicles on the roadway. This potential exists today and would not be substantially greater with the Proposed Project. Vehicles and trucks may transport hazardous substances that could spill and impact the roadway, adjacent properties, or resources. However, transport of hazardous materials is subject to strict regulations established by the California Department of Toxic Substances Control. Local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads. The Proposed Project would reduce existing

Table I: Phase I Environmental Site Assessment Findings

Description	Address	Assessor Parcel Number	Recognized Environmental Conditions (RECs)?	Controlled Recognized Environmental Conditions (CRECs)?	Historical Recognized Environmental Conditions (HRECs)?	Environmental Issue?
Self-Car Wash	1075 West Lincoln Avenue	255-033-16	Yes	No	No	Potential USTs and/or piping within acquisition area
Anaheim High School	811 West Lincoln Avenue	255-041-01	No	No	No	No
Visser's Florist	719 West Lincoln Avenue	255-053-05/06	No	No	No	Potential Asbestos-Containing Building Materials (ACM) and lead-based paint (LBP) would require removal prior to building demolition.
	701 West Lincoln Avenue	255-053-07				
	711 West Lincoln Avenue	255-053-08				
	707 West Lincoln Avenue	255-053-09				
	115 North Resh Street	255-053-10				
Economy Travel	621 West Lincoln Avenue	255-054-06	No	No	No	Potential ACM and LBP present (proposed building demolition)
Vacant	617 West Lincoln Avenue	255-054-07	No	No	No	No
Parking	613 West Lincoln Avenue	255-054-13	No	No	No	No
Nath Property Solutions	609 West Lincoln Avenue	255-054-09	No	No	No	Potential ACM and LBP present (proposed building modification)
Bethany Hall	605 West Lincoln Avenue	255-054-10	No	No	No	No
St. Boniface Church	515 West Lincoln Avenue and 120 North Janss Street	255-055-01/02	No	No	No	No
Anaheim Car Wash	900 West Lincoln Avenue	036-112-32	Yes	No	No	Potential to impact existing vapor extraction wells
Meineke Auto Shop	718 West Lincoln Avenue	251-111-01	No	No	No	No
Cosmetology College	528 West Lincoln Avenue	251-111-10	No	No	No	Potential ACM and LBP present (proposed building modification)

Table I: Phase I Environmental Site Assessment Findings

Description	Address	Assessor Parcel Number	Recognized Environmental Conditions (RECs)?	Controlled Recognized Environmental Conditions (CRECs)?	Historical Recognized Environmental Conditions (HRECs)?	Environmental Issue?
Fiesta Auto Repair	524 West Lincoln Avenue	251-111-11	No	No	No	Potential ACM and LBP present (proposed building modification)
Chase Bank	101 South Harbor Boulevard	251-111-12	No	No	No	Potential ACM and LBP present (proposed building modification)

Source: Phase I Environmental Site Assessment Reports (Partner Engineering and Science, Inc., August 2016) (Appendix G).
ACM = asbestos-containing materials
LBP = lead-based paint
REC = A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to the release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.
CREC = A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum produces that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum produces allowed to remain in place subject to the implementation of required controls.
HREC = A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum produces that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.
Environmental Issue = An environmental issue refers to an identified environmental concern that does not qualify as a REC, but warrants further discussion.
UST = underground storage tanks

congestion along Lincoln Avenue, which would reduce the potential for congestion-related accidents that may result in a spill. Therefore, project impacts associated with hazards from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be similar to existing conditions and are considered less than significant. No mitigation is required.

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

Less Than Significant Impact. There is one public school and two private schools within approximately 0.25 mile of the Project Area. Anaheim High School is a public high school immediately adjacent and within the Project Area. Saint Catherine's Academy is a private school approximately 450 ft north of the project limits at 215 North Harbor Boulevard. Frontier's Academy is a private school approximately 0.25 mi southeast of the project limits at 310 West Broadway Street. The Proposed Project is a transportation project, and, once operational, would not emit hazardous materials into the environment. Any materials used during construction would be used in compliance with applicable laws and regulations. With the exception of petroleum and standard cleaning and maintenance products used for the maintenance and operation of equipment, no other hazardous materials would be used on site. Lincoln Avenue is an existing facility, and the proposed widening would not change the risks related to hazardous emissions and/or hazardous materials, substances, or waste. Therefore, impacts related to the emission or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant. No mitigation is required.

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

Less than Significant with Mitigation Incorporated. Phase I ESA Reports were prepared for the parcels in the Project Area requiring partial or full right-of-way acquisitions for implementation of the Proposed Project. The Phase I ESA Reports included a regulatory database search that included a search radius covering the entire Project Area. The hazardous materials concerns for these properties are summarized in Table I, Phase I Environmental Site Assessment Findings, and are described in this section.

Based on the findings of the Phase I ESA Reports, two properties in the Project Area require further investigation or action.

Self-Car Wash - 1075 West Lincoln Avenue. The southwest corner of this property was formerly developed with a gasoline service station. The EDR Database Report or the Regional Water Quality Control Board (RWQCB) GeoTracker online database did not list this property, and the Anaheim Public Utilities and Orange County Health Care Agency did

not have records of the former gas station related to removal of the USTs. The Phase I ESA Report for this property states, based on the site configuration and earlier widening of Lincoln Avenue, it is unlikely that the USTs are in the proposed right-of-way. In addition, excavation for the Proposed Project is not expected to exceed 2 feet below existing grade. Regardless, since there is the potential to encounter USTs or associated piping during excavation activities, a geophysical survey is needed of the proposed right-of-way acquisition area on this property to determine if these items would be encountered during construction. Any UST remnants would be disposed of in accordance with local, State, and federal regulations. These requirements are included in Mitigation Measure HAZ-1. In addition, due to historical hazardous materials use in the project vicinity, there is the potential for subsurface hazardous waste to be encountered during excavation activities. This concern is addressed through standard procedures to avoid work in suspect areas and evaluation by hazardous materials agency personnel. These requirements are included in CM-2; therefore, impacts related to previously unknown hazardous materials would be less than significant. Therefore, impacts related to hazardous materials at 1075 West Lincoln Avenue would be reduced to less than significant with implementation of Mitigation Measure HAZ-1.

Anaheim Car Wash - 900 West Lincoln Avenue. There is a REC associated with three USTs that existed during operation of a former service station. The three USTs were removed, but ongoing remedial activities (subsurface vapor extraction) are being conducted at the property under the oversight of the RWQCB. The area of investigation is not within the proposed right-of-way acquisition. The Phase I ESA Report for this property states that based on the distance of the acquisition area from the investigation area, and the fact that the acquisition area is up-gradient (with respect to groundwater flow) from the remediation area, this REC is not expected to impact the Proposed Project. A series of vapor extraction wells exist on the car wash property as part of the remediation system. The nearest wells are located south-southwest of the proposed right-of-way acquisition area and it is possible that they could be damaged during construction of the Proposed Project. Therefore, if still present during implementation of the project, these wells will need to be secured and protected to avoid contact and/or damage to the wells. This requirement is included in Mitigation Measure HAZ-2. In addition, due to historical hazardous materials use in the project vicinity, there is the potential for subsurface hazardous waste to be encountered during excavation activities. This concern is addressed through standard procedures to avoid work in suspect areas and evaluation by hazardous materials agency personnel. These requirements are included in CM-2. With implementation of Mitigation Measure HAZ-2, impacts related to hazardous materials at 900 West Lincoln Avenue would be reduced to less than significant.

In addition, due to the age of the buildings in the Project Area, asbestos-containing materials and lead-based paint are assumed to be present in structures adjacent to the Project Area. The Phase I ESA Reports recommended that the following locations with structures proposed for demolition or modification be surveyed for hazardous building materials prior to acquisition, demolition, or modification activities:

- Visser's Florist, 701 West Lincoln Avenue
- Economy Travel, 621 West Lincoln Avenue

- Nath Property Solutions, 609 West Lincoln Avenue
- Cosmetology College, 528 West Lincoln Avenue
- Fiesta Auto Repair, 524 West Lincoln Avenue
- Chase Bank, 101 South Harbor Boulevard

If found, hazardous building materials would be required to be removed by licensed contractors and disposed of in accordance with local, State, and federal regulations prior to demolition or modification. Mitigation Measure HAZ-3 includes these requirements with respect to the survey, handling, and disposal of hazardous building materials. As noted previously, due to historical hazardous materials use in the project vicinity, compliance with CM-2 would include standard procedures to address the potential encounter of subsurface hazardous waste during excavation activities. This concern is addressed through standard procedures to avoid work in suspect areas and evaluation by hazardous materials agency personnel (CM-2). Therefore, with implementation of Mitigation Measure HAZ-3 and compliance with CM-2, impacts related to hazardous materials at 701 West Lincoln Avenue, 621 West Lincoln Avenue, 609 West Lincoln Avenue, 528 West Lincoln Avenue, 524 West Lincoln Avenue, and 101 South Harbor Boulevard would be reduced to less than significant.

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 closest airport to the Project Area is Fullerton Municipal Airport, a municipal airport approximately 4 mi from the Project Area. The Project Area is not within the boundaries Airport Environs Land Use Plan (AELUP) for the Fullerton Municipal Airport (ALUC 2004). The Proposed Project would result in no impacts related to aviation-related safety hazards for construction workers or travelers using Lincoln Avenue.

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. There are no private airstrips within 2 mi of the Project Area. Therefore, the Proposed Project would result in no impacts related to aviation-related safety hazards associated with private airstrips for nearby residents and construction workers or travelers using Lincoln Avenue.

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

Less Than Significant with Mitigation Incorporated. The General Plan Safety Element (May 2004) states the City has an emergency preparedness plan that complies with State law and interfaces with other cities and counties within Southern California. The plan outlines operations and coordination procedures with other agencies. The plan addresses a warning

system, emergency broadcast system (EBS), Emergency Operations Center (EOC), and shelter system. The City also participates in the Standardized Emergency Management System (SEMS) administered by the Governor's Office of Emergency Services administers SEMS and coordinates multiagency responses to disasters.

Lincoln Avenue is not specifically identified as an emergency route in the City of Anaheim General Plan. Lincoln Avenue is designated and functions as a primary arterial within the City's transportation network and would likely serve this function during an emergency response or evacuation. Construction activities may temporarily restrict local vehicular traffic, which could affect emergency response or evacuation. These impacts would be short term, however, and would cease upon completion of the Proposed Project.

Mitigation Measure TR-1, provided in Section 3.17, Transportation/Traffic, requires that a Transportation Management Plan (TMP) be developed during final design to address impacts to local circulation during construction, including emergency access and response. The TMP requires that emergency service providers be notified prior to project construction regarding any temporary limitations to emergency access. With implementation of Mitigation Measure TR-1, potential impacts to emergency response and evacuation plans during construction would be reduced to less than significant.

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

No Impact. The Project Area is in an urbanized setting. According to the City of Anaheim General Plan Safety Element, the Project Area is not within a designated Fire Protection Areas for areas with a high fire severity rating and open space with fire potential.[1] Construction of the Proposed Project would be required to adhere to construction provisions in the City of Anaheim Municipal Code. The Proposed Project would have no impacts associated with wildland fires.

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)?

Less Than Significant Impact. The Proposed Project would include the reconstruction of storm drain catch basins and connector pipes along the widened roadway and the construction of three new catch basins near the Illinois Street/Lincoln Avenue intersection. LID BMPs would include impervious area dispersion and infiltration trenches. Figure 5, Project Features, shows the location of the catch basin improvements in the Project Area. The Proposed Project would route runoff toward the landscaped medians and parkways, which would be designed

[1] City of Anaheim General Plan. Safety Element. (May 2004) Figure S-5, Fire Protection Areas.

to naturally treat sediment and potential pollutants. Debris screens would be installed at the catch basin inlets. Section V, Inspection/Maintenance Responsibility for BMPs, in the WQMP requires preventive maintenance and routine inspections of the BMPs to be performed by the City. This is a key item to prevent the proliferation of vectors and noxious odors. This requirement is included in CM-3. The WQMP includes a requirement for inspections for possible vector harborage if there is standing water for more than 72 hours. This inspection would be required monthly and/or 72 hours after a storm event. Therefore, with adherence to CM-3, the operation of the proposed BMPs would have a less than significant impact related to environmental effects (e.g., increased vectors and noxious odors). No mitigation is required.

Compliance Measures

CM-2 **Unknown Hazards Procedures for Construction.** During site preparation, disturbance, grading, excavation, and construction, if suspect odors, soil discoloration, or underground tanks/piping are encountered, the Construction Contractor will stop work in the affected area and contact Anaheim Fire & Rescue and the City of Anaheim Public Works Director, or designee, for evaluation. Any hazardous waste will be handled and disposed of in accordance with local, State, and federal regulations.

CM-3 **Treatment BMP Maintenance.** The City of Anaheim Public Works Department shall inspect and maintain treatment BMPs installed for the Proposed Project consistent with the requirements in the WQMP.

Mitigation Measures

HAZ-1 During final design and prior to property acquisition, the City of Anaheim Public Works Director, or designee, shall ensure that a geophysical survey is conducted to identify if underground storage tanks (USTs) or associated facilities are present in the proposed right-of-way acquisition area at 1075 West Lincoln Avenue. The City would be responsible for ensuring that any USTs or support facilities found during the investigation shall be removed consistent with local, State, and federal regulations during construction.

HAZ-2 The locations of the existing vapor extraction wells at 900 West Lincoln Avenue shall be included in the construction drawings and specifications. During construction, the Construction Contractor shall secure existing vapor extractions wells at 900 West Lincoln Avenue to avoid contact and/or damage to the wells.

HAZ-3 During final design and prior to acquisition, the City of Anaheim Public Works Director, or designee, shall ensure that hazardous building materials surveys are completed by a qualified professional at the following properties:

- Visser's Florist, 701 West Lincoln Avenue
- Economy Travel, 621 West Lincoln Avenue

- Nath Property Solutions, 609 West Lincoln Avenue
- Cosmetology College, 528 West Lincoln Avenue
- Fiesta Auto Repair, 524 West Lincoln Avenue
- Chase Bank, 101 South Harbor Boulevard

If hazardous building materials are identified, the contract specifications shall include requirement that these materials shall be removed by a licensed contractor and disposed of in accordance with local, State, and federal regulations.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area in a manner, including through the alteration of the course of a stream or river, which would result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which 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?	☐	☐	☒	☐
j) Inundation by seiche or mudflow?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐
l) Substantially degrade water quality by discharge which affects the beneficial uses (i.e., swimming, fishing, etc.) of the receiving or downstream waters?	☐	☐	☒	☐
m) Potentially impact stormwater runoff from construction activities?	☐	☐	☒	☐
n) Potentially impact stormwater runoff from post-construction activities?	☐	☐	☒	☐
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	☐	☐	☒	☐
p) Create significant increases in erosion of the project site or surrounding areas?	☐	☐	☒	☐

Existing Setting

The discussion of existing hydrology and water quality on and in the vicinity of the Project Area and the analyses of the potential effects of the Proposed Project on those resources provided in this section are based on the WQMP (Kreuzer Consulting Group, October 2016) (Appendix H) and Hydrology & Hydraulic Study (Kreuzer Consulting Group, September 2016) (Appendix I) for the project.

The Project Area is within the San Gabriel River Watershed. Runoff from Lincoln Avenue drains to the west and ultimately discharges to the San Gabriel River/Coyote Creek/Pacific Ocean receiving waters. These receiving waters have copper, lead, and zinc as 303(d) listed impairments. The pollutants of concern (POCs) for the Proposed Project are: Suspended-Solids, Sediment, Nutrients, Heavy Metals, Pathogens (Bacteria/Virus), Pesticides, Oil and Grease, Toxic Organic Compounds, and Trash and Debris. The Project Area tributary drainage area totals approximately 26 (ac). Stormwater runoff in the Project Area currently drains by gravity to four existing catch basins along Lincoln Avenue.

The City of Anaheim and the Project Area are under the jurisdiction of the Santa Ana RWQCB. The Project Area is 95 percent impervious.

The City is a co-permittee under the Municipal NPDES Permit for the North Orange County Region (Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff, Orange County [MS4 Permit, Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062]), which was approved by the Santa Ana RWQCB in May 2009, amended in October 2010, and became effective in August 2011. The MS4 Permit stipulates operational requirements for new development and significant redevelopment, including specific selection and sizing criteria for low-impact development (LID) and treatment control BMPs. The MS4 Permit is currently in the process of being updated.

Impact Analysis

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

Less Than Significant Impact. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Implementation of the Proposed Project has the potential to produce pollutants during construction (e.g., suspended-solid/sediment, oil and grease, and trash and debris).

The Proposed Project would comply with the provisions of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (CGP), or any other subsequent permit. The City would submit a Notice of Intent (NOI) to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including preparation of a SWPPP and applicable NPDES regulations. The SWPPP would establish site-specific BMPs for construction of the Proposed Project, including source, site, and treatment controls to be installed and maintained at the site. In addition, all construction activities would comply with the City of Anaheim Municipal Code (Chapter 10.09, NPDES). These guidelines include specifications to minimize the effects from erosion during construction. Therefore, with compliance with the Statewide General Construction Activity Stormwater Permit and all applicable codes and regulations, the Proposed Project would not violate any water quality standards or waste discharge requirements during construction. Potential impacts would be less than significant and no mitigation is required.

The Proposed Project would result in a permanent decrease in impervious surface area by approximately 1 percent (94 percent) compared to the existing Project Area due to the addition of landscaped medians and parkways. As a result, the volume of runoff during a storm, which could transport pollutants to receiving waters, would be similar to existing conditions.

The Proposed Project would include the reconstruction of storm drain catch basins and connector pipes along the widened roadway and the construction of three new catch basins near the Illinois Street/Lincoln Avenue intersection. Figure 5, Project Features, shows the location of the catch basin improvements in the Project Area. A new 24-inch lateral storm drain line would be constructed from the existing 30-inch reinforced concrete pipe in West Street to the east to Illinois Street. The three new catch basins are proposed to catch surface

flows running westerly on Lincoln Avenue and southerly on Illinois Street and connect to the new storm drain line in Lincoln Avenue via 18-inch connector pipes. The existing catch basins would be reconstructed and reconnected at the new curb locations.

The Proposed Project would include BMPs consisting of impervious area dispersion to route runoff toward the landscaped medians and parkways, which would be designed to naturally treat sediment and potential pollutants of concern for receiving waters. Debris screens would be installed at the catch basin inlets. The widened roadway would have BMPs that meet the MS4 requirements.

Additional non-structural BMPs are also proposed, and include: education for property owners and tenants/occupants, common area landscape management and inspection, and BMP maintenance. Structural BMPs include storm drain system stenciling and signage and efficient irrigation systems.

All BMPs for the project would be incorporated into the Final WQMP and incorporated into the design plans, which would be approved by the City during final design. With implementation of standard structural and non-structural BMPs, the new and reconstructed catch basins, and landscaped areas, operation of the Proposed Project would comply with the Drainage Area Management Plan (DAMP) and MS4 Permit and would not result in any violations of water quality standards or waste discharge requirements, and no mitigation is required.

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

Less Than Significant Impact. The Proposed Project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge because, as an improvement to an existing roadway, the construction and operation of the project would not utilize groundwater and the Project Area does not act as a ground recharge basin. The Project Area is built out and does not provide for groundwater recharge, except for the landscaped areas. There are no municipal or domestic water supply reservoirs or groundwater percolation facilities within the Project Area (Kreuzer Consulting Group, Inc. 2016; Appendix H).

The historical shallowest groundwater depth in the vicinity of the Project Area is approximately 50 ft below bgs ground surface (Albus-Keefe & Associates, Inc., 2016). Project construction would not directly impact groundwater levels in the site vicinity; since grading activities associated with the project would be shallow, it is not anticipated that groundwater would be disturbed. The Proposed Project would represent a slight decrease in impervious area compared to existing conditions. Therefore, the Proposed Project would result in less than significant impacts related to the depletion of groundwater supplies or the interference with groundwater recharge. No mitigation is required.

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

and

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

Less Than Significant Impact. The Proposed Project would not include any design components that would substantially alter site topography or alter existing drainage patterns in the project vicinity. The Project Area is relatively flat, and no rivers or streams exist in the Project Area. The proposed drainage improvements in the Project Area would improve the conveyance and treatment of stormwater flows within the existing drainage pattern and storm drain system. Existing catch basins and connector pipes would be reconstructed in the widened right-of-way. Also, three additional catch basins would be constructed near the Illinois Street/Lincoln Avenue intersection. A new 24-inch lateral storm drain line would be constructed from the existing 30-inch reinforced concrete pipe in West Street to the east to Illinois Street. The three new catch basins are proposed to catch surface flows running westerly on Lincoln Avenue and southerly on Illinois Street and connect to the new storm drain line in Lincoln Avenue via 18-inch connector pipes. BMPs (e.g., impervious area dispersion) are designed to encourage additional sediment and pollutant removal within landscaped areas. After implementation of the project, the drainage patterns in the vicinity of the project intersection would remain similar to existing conditions. Although the Proposed Project would require improvements of the drainage pattern and system in the Project Area, these improvements would not alter the existing drainage pattern in a manner that would result in substantial erosion or siltation or flooding on-site or off-site. Therefore, the Proposed Project would have less than significant impacts related to the alteration of drainage patterns. No mitigation is required.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. After implementation of the Proposed Project, the impervious area would decrease by 1 percent from existing conditions. As a result, the runoff volume from the Project Area would slightly decrease in comparison to existing conditions. As discussed in 3.9(c) and 3.9(d), the proposed configuration and sizing of the four existing and three proposed catch basins and new lateral storm drain line, as well as the proposed impervious area dispersion BMPs in the landscaped medians and parkways, would ensure that all runoff is captured, treated, and conveyed according to local and State standards. The drainage improvements would not increase peak storm flows such that they would impact downstream drainage facilities and would aid in the conveyance of storm flows through the Project Area. Therefore, impacts related to storm water drainage capacity or sources of polluted runoff would be less than significant. No mitigation is required.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. In addition to the water quality impacts discussed in 3.9(a), the Proposed Project must (1) comply with the CGP (including preparation and implementation of a SWPPP if the disturbed area is greater than 1 ac), and (2) comply with the MS4 Permit. A Final WQMP will be prepared and approved by the City during final design and BMPs would be implemented and maintained that target pollutants of concern in runoff from the Project Area. As also discussed in detail in 3.9(a), the proposed impervious area dispersion and infiltration trench areas would route runoff toward the landscaped medians and parkways, which would be designed to naturally treat sediment and potential pollutants of concern for receiving waters. The Proposed Project's adherence to the regulatory standards described above would ensure that potential construction and operational impacts related to degradation of water quality would be less than significant. No mitigation is required.

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

No Impact. The Proposed Project is a transportation improvement and does not include a residential component. Therefore, implementation of the Proposed Project would not place housing within a 100-year flood hazard area. No impacts would occur, and no mitigation is required.

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

No Impact. According to Figure S-6, Flood Hazard Areas, in the Safety Element of the City of Anaheim General Plan, the Project Area is within the 100-year (with flooding below one foot) to 500-year Flood Zone. According to FEMA National Flood Insurance Rate Maps, the Project Area contains floodway areas in Zone X.[1] Zone X indicates areas determined to be between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The Proposed Project is a transportation project, and would not include the construction of structures within a 100-year flood hazard area that would impede or redirect flood flows. As discussed above, the Proposed Project would improve drainage in the Project Area with improved facilities and BMPs. No mitigation is required.

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

[1] Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center. National Flood Insurance Rate Map No. 06059C0133J (map revised and effective December 3, 2009). Website: https://msc.fema.gov/portal/search?AddressQuery=anaheim#searchresultsanchor, accessed May 24, 2016.

Less Than Significant Impact. According to Figure S-7, Dam Inundation Map, in the Safety Element of the City of Anaheim General Plan (May 2004), the Project Area is within the general limits of the flood impact zone associated with the failure of the Prado Dam (approximately 16 miles northeast of the Project Area). Therefore, the Proposed Project improvements would potentially be exposed to inundation in the event of a dam failure. Although some physical improvements would occur within a dam inundation zone, the Proposed Project would not result in any greater risk than currently exists within the roadway. The Proposed Project would not increase the existing risk due to dam failure, the impact related to exposure of people or structures to loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, would be less than significant. No mitigation is required.

j) Would the project cause inundation by seiche or mudflow?

No Impact. Implementation of the Proposed Project would not increase exposure to seiche, tsunami, or mudflow. Tsunamis are generated wave trains generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. The Project Area is not located within the Coastal Zone and is not located near the ocean. According to the California Emergency Management Agency[1], the Project Area is not within a Tsunami Hazard Zone. Therefore, the Project Area would not be subject to a tsunami.

Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities (e.g., lakes, reservoirs, and water tanks). Such waves can cause retention structures to fail and flood downstream properties. The General Plan Safety Element (May 2004) identifies the Walnut Canyon Reservoir, an enclosed body of water in the Hill and Canyon Area, as having a low to moderate potential for seiche hazards affecting properties adjacent to the reservoir. The Walnut Canyon Reservoir is approximately 10 miles east of the Project Area. Therefore, due to the distance of the water body from the Project Area, the Proposed Project would not increase the risk of inundation by seiche.

Mudslides are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and are triggered by surface or shallow subsurface saturation. The Project Area is in an urban area with a substantial amount of primarily impervious surface area (i.e., roadways, and residential and commercial buildings). The Project Area topography is relatively flat. Project improvements would not contribute to mudflow. Therefore, the Proposed Project would not cause inundation by mudflow.

Therefore, the risk associated with seiche, tsunamis, and mudflow is not considered a potential hazard, and no impacts would occur. No mitigation is required.

[1] California Emergency Management Agency. Tsunami Inundation Maps. Website: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Orange, accessed August 2016.

k) Would the project 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?

and

l) Would the project 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. As discussed in 3.9(a), implementation of the Proposed Project has the potential to produce pollutants during construction and operation (e.g., suspended-solid/sediment, oil and grease, and trash and debris). The Proposed Project would comply with the provisions of the CGP, or any other subsequent permit. The City would submit a NOI to the SWRCB for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including preparation of a SWPPP and applicable NPDES regulations. The SWPPP will establish BMPs for construction of the facility, including source, site, and treatment controls to be installed and maintained at the site. In addition, all construction activities would comply with the City of Anaheim Municipal Code. These guidelines include specifications to minimize the effects from erosion during construction.

A Final WQMP would be prepared and approved by the City during final design to identify BMPs that would be used on site to control predictable pollutant runoff, including pollutants from areas of material storage, vehicle or equipment fueling and maintenance, waste handling, or other outdoor work areas.

The MS4 Permit stipulates operational requirements, including specific selection and sizing criteria for LID and treatment control BMPs. These LID and treatment control BMPs address the discharge of storm water pollutants and their effect on receiving waters, including beneficial uses. Once construction is complete, the widened Lincoln Avenue would include BMPs that meet the MS4 Permit requirements.

The Santa Ana RWQCB has adopted a Basin Plan[1] that established implementation programs to achieve water quality objectives to protect beneficial uses and require monitoring to evaluate the effectiveness of the programs. Adherence to the regulatory standards and incorporation of treatment BMPs incorporated into the final project design and BMP maintenance would target pollutants of concern from the Project Area so they do not reach receiving waters or degrade beneficial uses.

Therefore, compliance with all applicable permits, codes, and regulations (i.e., CGP, NPDES, MS4 Permit, and Anaheim Municipal Code), would ensure that water quality impacts on

[1] Santa Ana Regional Water Quality Control Board. 1995 Water Quality Control Plan for the Santa Ana River Basin. (January 24, 1995, updated February 2016). Website: http://www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/index.shtml, accessed September 2016.

beneficial uses, including those resulting from outdoor work activities and operation of the Proposed Project, would be less than significant. No mitigation is required.

m) Would the project potentially impact stormwater runoff from construction activities?

and

n) Would the project potentially impact stormwater runoff from post-construction activities?

Less Than Significant Impact. As discussed in detail in 3.9 (a), compliance with the CGP (including preparation and implementation of a SWPPP), preparation of a WQMP, implementation and maintenance of BMPs that target pollutants of concern in runoff from the project site, and compliance with the MS4 Permit would all be required, which would reduce construction and operational impacts related to stormwater quality.

The reconstructed existing and three proposed catch basins would maintain the drainage pattern and improve conveyance through the Project Area. The proposed 24-inch lateral storm drain line in Lincoln Avenue would be sized to satisfy the City's flooded width requirements for rights-of-way. The three new catch basins are proposed to catch surface flows running westerly on Lincoln Avenue and southerly on Illinois Street and connect to the new storm drain line in Lincoln Avenue via 18-inch connector pipes. The proposed impervious area dispersion BMPs are designed to encourage additional sediment and pollutant removal within landscaped areas. Plant materials, mulch, and topsoil are extremely effective in removing sediment and pollutants from first flush storm flows. Adherence to the regulatory standards described and implementation of BMPs would ensure that potential construction and post-construction stormwater runoff impacts would be less than significant. No mitigation is required.

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

Less Than Significant Impact. As discussed in 3.9(d) and 3.9(e), after implementation of the Proposed Project, the impervious area would decrease by 1 percent from existing conditions. The proposed configuration and sizing of the four existing and three proposed catch basins and new lateral storm drain line, as well as the proposed LID BMPs (e.g., impervious area dispersion and infiltration trenches), would ensure that all runoff is captured and treated according to local and State standards. The drainage improvements would not increase peak storm flows such that they would change the flow velocity or volume of stormwater. Compliance with NPDES permit requirements would minimize any incremental pollutant loading associated with the surface area of the Proposed Project. Therefore, impacts related to changes in the flow velocity or volume of stormwater runoff to cause environmental harm would be less than significant. No mitigation is required.

p) Would the project create significant increases in erosion of the project site or surrounding areas?

Less Than Significant Impact. As discussed in 3.9(a) and 3.9(c), construction activities (e.g., exposed excavated) would result in an increased potential for soil erosion compared to existing conditions. The Proposed Project would comply with the provisions of the NPDES CGP, or any other subsequent permit. The City must comply with all applicable requirements, including preparation of a SWPPP and applicable NPDES regulations. The SWPPP will establish BMPs for construction of the facility, including source, site, and treatment controls to be installed and maintained at the site. In addition, all construction activities would comply with the City of Anaheim Municipal Code. These guidelines include specifications to minimize the effects from erosion during construction.
Operation of the Proposed Project would not result in an increase in erosion over existing conditions due to the decrease in impervious area and construction of BMPs.

Therefore, compliance with all applicable permits, codes, and regulations would ensure that erosion impacts during construction would be less than significant. No mitigation is required.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Existing Setting

The Project Area is located in the Colony and Downtown Community Policy Areas, as defined in the City's General Plan. The Project Area is in a developed area surrounded by commercial and residential land uses. The Land Use Element of the City of Anaheim General Plan designates land uses immediately surrounding Lincoln Avenue in the Project Area as Mixed-Use, School, and Residential-Low Medium. The City's General Plan Circulation Element classifies Lincoln Avenue as a "Primary Arterial," which are typically "six lane divided facilities with no parking or a four lane divided with left turn pockets and two parking lanes."

Impact Analysis

a) Would the project physically divide an established community?

Less Than Significant Impact. Lincoln Avenue is located in a largely developed suburban area. As shown on Figure 5, Project Features, and in Table B, Proposed Permanent Acquisitions and Temporary Construction Easements (Section 2.4.3, Right-of-Way Acquisition), the Proposed Project would require 21 partial parcel acquisitions and 7 full parcel acquisitions totaling approximately 5,800 square feet (sf) for street right-of-way purposes along Lincoln Avenue. All partial acquisitions would occur along the street frontage.

Approximately 21 parcels on the north and south sides of Lincoln Avenue would require partial acquisitions to accommodate the street widening. The areas proposed for partial acquisition would also include improvements (e.g., ramp, driveway, and sidewalk modifications). Four partial parcel acquisitions on Assessor Parcel Numbers (APN) 255-054-09, 251-111-10, 251-111-11, and 251-111-12 would require structural demolition and/or modification to existing buildings on the property. The remaining structures on the property

would continue to operate without modification after completion of the proposed project. Modification to the four structures, described previously, represent a change from the existing condition, but the scale, appearance, and function of the remaining businesses and institutions along the corridor would remain consistent with existing conditions.

The Proposed Project would require the full acquisition of seven parcels on the north side of Lincoln Avenue. Two businesses currently occupy the parcels proposed for full acquisition: Visser's Florist and Economy Travel. The removal of the buildings proposed for full acquisition would result in a vacant area, which would be available for redevelopment. Future development of these parcels is not included in the Proposed Project. The parcels proposed for full acquisition are designated Mixed Use and Residential-Low in the General Plan and General Commercial and Transitional on the Zoning Map.

The Proposed Project does not include improvements that would physically divide the Project Area. As discussed in Section 3.17, Transportation/Traffic, vehicular access across Lincoln Avenue would be maintained at the West Street, Ohio Street, Citron Street, and Harbor Boulevard intersections. Pedestrian crossings would be maintained at signalized intersections. Because all existing access would be maintained and all property acquisitions would be along the frontage of Lincoln Avenue, impacts related to the physical division of an established community are considered less than significant, and no mitigation is required.

b) Would the project conflict with any applicable land use plans, 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?

No Impact. The Circulation Element of the City of Anaheim General Plan identifies Lincoln Avenue as a Primary Arterial (six-lane divided roadway with no parking or a four-lane roadway with left-turn pockets and two parking lanes). After project construction, Lincoln Avenue in the Project Area would exist as a six-lane roadway with raised medians, left-turn pockets, and no street parking, which is consistent with its designation in the Circulation Element.

The Proposed Project is consistent with the goals and policies of the Circulation Element of the City of Anaheim General Plan. Circulation Element Goal 2.1 (*Maintain efficient traffic operations on City streets and maintain a peak hour level of service not worse than D at street intersections*) includes policies for improvements (e.g., landscaped median islands, driveway spacing, and traffic signal maintenance). As discussed in 3.10 (a), the project improvements would improve the Lincoln Avenue and Harbor Boulevard intersection to an acceptable LOS (LOS D) in 2035. The Proposed Project would be consistent with applicable land use plans, policies, or regulations, and no impacts would occur.

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

No Impact. The Project Area is not in the boundaries of the Orange County Central-Coastal Subregion NCCP/HCP (the closest NCCP/HCP). The Project Area is not subject to the policies and provisions of the adopted plan, and therefore, would not conflict with any plan, policy, or ordinance relating to the conservation of habitats or natural communities.

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3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Existing Setting

Mineral resources consist of natural rock materials that have commercial value. For the purpose of CEQA analysis, mineral resources refer to aggregate resources that consist of sand, gravel, and crushed rock. Mineral Resource Zones (MRZs) are classified by the State Geologist according to the presence or absence of significant mineral resources. Of the four potential categories, the City contains lands classified as MRZ-2, Class 2, which have a high potential for significant mineral deposits. The City General Plan Green Element (Figure G-3 Mineral Resource Map, 2004) maps the sectors in the City containing areas designated as MRZ-2. The Project Area is not included in the areas classified as MRZ-2.

Impact Analysis

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

No Impact. No known mineral resources of value to the region or State occur in the Project Area, and the Proposed Project would not result in a substantial encroachment into an MRZ-2 area. Therefore, the Proposed Project would not result in the loss of a valuable commercial or locally important mineral resource, and no impact would occur.

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

No Impact. No known mineral resources occur in the Project Area. Therefore, implementation of 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, and no impact would occur.

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3.12 NOISE

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 are to excessive noise levels?	☐	☐	☐	☒

The analysis in this section is based on the noise modeling conducted for the Proposed Project (LSA, 2016d) (Appendix J).

Existing Setting

General Plan. The Noise Element of the City General Plan specifies the exterior and interior noise standards for each land use category. One of the general goals of the Noise Element is to develop and adopt specific policies and an effective implementation program to abate and avoid excessive noise exposures in the City by requiring that effective noise abatement measures be incorporated into the design of new noise-generating and new noise-sensitive land uses. Table J, City of Anaheim Exterior and Interior Noise Standards, summarizes the City's exterior and interior noise standard for each land use category. Noise levels are expressed in Community Noise Equivalent Level (CNEL). The CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-decibel (dB) penalty applied to A-weighted

Table J: City of Anaheim Exterior and Interior Noise Standards

Land Use Categories	Uses	dBA CNEL	
		Interior[1]	Exterior[2]
Residential	Single-Family and Multifamily	45[3]	65
	Mobile Home	N/A	65[4]
Commercial/ Industrial	Hotel, Motel, and Transient Lodging	45	N/A
	Commercial Retail, Bank, and Restaurant	55	N/A
	Office Building, Research and Development, and Professional Offices	50	N/A
	Amphitheaters, Concert Hall, Auditorium, and Movie Theater	45	N/A
	Gymnasium (multipurpose)	50	N/A
	Sports Club	55	N/A
	Manufacturing, Warehousing, Wholesale, and Utilities	65	N/A
	Movie Theatre	45	N/A
Institutional	Hospital and School Classroom/Playgrounds	45	65
	Church and Library	45	N/A
Open Space	Parks	N/A	65

Source: City of Anaheim General Plan Noise Element (May 2004).
[1] Indoor environment excluding bathrooms, kitchens, toilets, closets, and corridors.
[2] Outdoor environment limited to private yards of single-family dwellings, multiple-family private patios, or balconies accessed from within the dwelling (balconies 6 feet deep or less are exempt).
[3] Noise level requirement with closed windows, mechanical ventilating system, or other means of natural ventilation shall be provided as of Chapter 12, Section 1208, of the Uniform Building Code.
[4] Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
N/A = not applicable

sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

City of Anaheim Municipal Code. In Section 6.70.010 of the City's Municipal Code, the City limits the hours of construction to between 7:00 a.m. and 7:00 p.m.

Existing Noise-Sensitive Land Uses in the Project Area

Noise-sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to noise. Sensitivity to noise increases during the evening and at night. Noise-sensitive land uses located in close proximity to the Project Area include single-family and multi-family residences, a school, a church, and commercial uses. The existing noise environment in the Project Area is influenced by traffic noise on Lincoln Avenue and other nearby roadways.

Existing Noise Levels

The primary existing noise sources in the Project Area are transportation facilities, which include Lincoln Avenue, West Street, Illinois Street, Ohio Street, Citron Street, Resh Street, and Harbor Boulevard. To document the existing noise environment in the Project Area, ambient noise

measurements were conducted on May 10, 2016. Short-term noise level measurements were conducted for 20 minutes and long-term noise level measurements were conducted for 24 hours. Table K, Ambient Noise Measurement Results, shows the results of the short-term noise level measurements and Table L, Long-Term 24-Hour Noise Level Measurement Results at LT-1, and Table M, Long-Term 24-Hour Noise Level Measurement Results at LT-2, show the results of the long-term noise level measurements. Both short-term and long-term monitoring locations are shown on Figure 21, Monitoring and Modeled Receptor Locations.

Table K: Ambient Noise Measurement Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Noise Sources
ST-1	5/10/16	2:25 p.m.	20 minutes	59.2	Commercial. 1024 West Lincoln Avenue. In the parking lot of Leslie Beauty Salon. Located on the south side of West Lincoln Avenue east of South West Street.	Traffic on Lincoln Avenue and some on West Street.
ST-2	5/10/16	1:45 p.m.	20 minutes	67.4	Commercial. 1000 North Lincoln Avenue. In the parking lot of Aqua Liquor and Water Liquor shop. Located on the southwestern corner of West Lincoln Avenue and South Illinois Street.	Traffic on Lincoln Avenue; occasional bird noise.
ST-3	5/10/16	1:20 p.m.	20 minutes	69.7	Commercial. 914 West Lincoln Avenue. On the lawn in front of the Center Law building. Located on the south side of West Lincoln Avenue between South Illinois Street and South Ohio Street.	Traffic on Lincoln Avenue; some welding and drilling noise.
ST-4	5/10/16	12:50 p.m.	20 minutes	70.0	Commercial. 800 West Lincoln Avenue. In the parking lot of Tacos El Gallito restaurant. Located on the south side of West Lincoln Avenue between South Ohio Street and South Citron Street.	Traffic on Lincoln Avenue; occasional cars pulling into lot and music playing.
ST-5	5/10/16	12:10 p.m.	20 minutes	62.2	School. 811 West Lincoln Avenue. In front of Anaheim High School building. Located on the north side of West Lincoln Avenue between South Ohio Street and South Citron Street.	Traffic on Lincoln Avenue and bird noise.
ST-6	5/10/16	12:08 p.m.	20 minutes	63.4	Residential. 100 South Seneca Circle. Ground floor near balconies on the second level. Located on the south side of West Lincoln Avenue near North Resh Street.	Traffic on Lincoln Avenue, truck brake squeaks and bird noise.
ST-7	5/10/16	12:35 p.m.	20 minutes	66.2	Commercial. 532 West Lincoln Avenue. About 15 feet from the curb between two buildings. Located on the south side of West Lincoln Avenue between South Seneca Circle and South Harbor Boulevard.	Traffic on Lincoln Avenue and faint HVAC noise.
ST-8	5/10/16	1:27 p.m.	20 minutes	64.5	Residential. 609 and 611 West Lincoln Avenue. In the common space area. Located on the north of West Lincoln Avenue between North Resh Street and North Harbor Boulevard.	Traffic on Lincoln Avenue.
ST-9	5/10/16	1:01 p.m.	20 minutes	69.4	Church. 525 West Lincoln Avenue. At the foot of the stairs in front of the church. Located on the north side of West Lincoln Avenue between North Resh Street and North Harbor Boulevard.	Traffic on Lincoln Avenue and faint construction noise on the roof of the church and activity from the auto repair shop across the street.

Source: Compiled by LSA Associates, Inc. (Ambient noise measurements conducted on May 10, 2016).
dBA = A-weighted decibels L_{eq} = equivalent continuous sound level
HVAC = heating, ventilation, and air conditioning ST = short-term

Table L: Long-Term 24-Hour Noise Level Measurement Results at LT-1

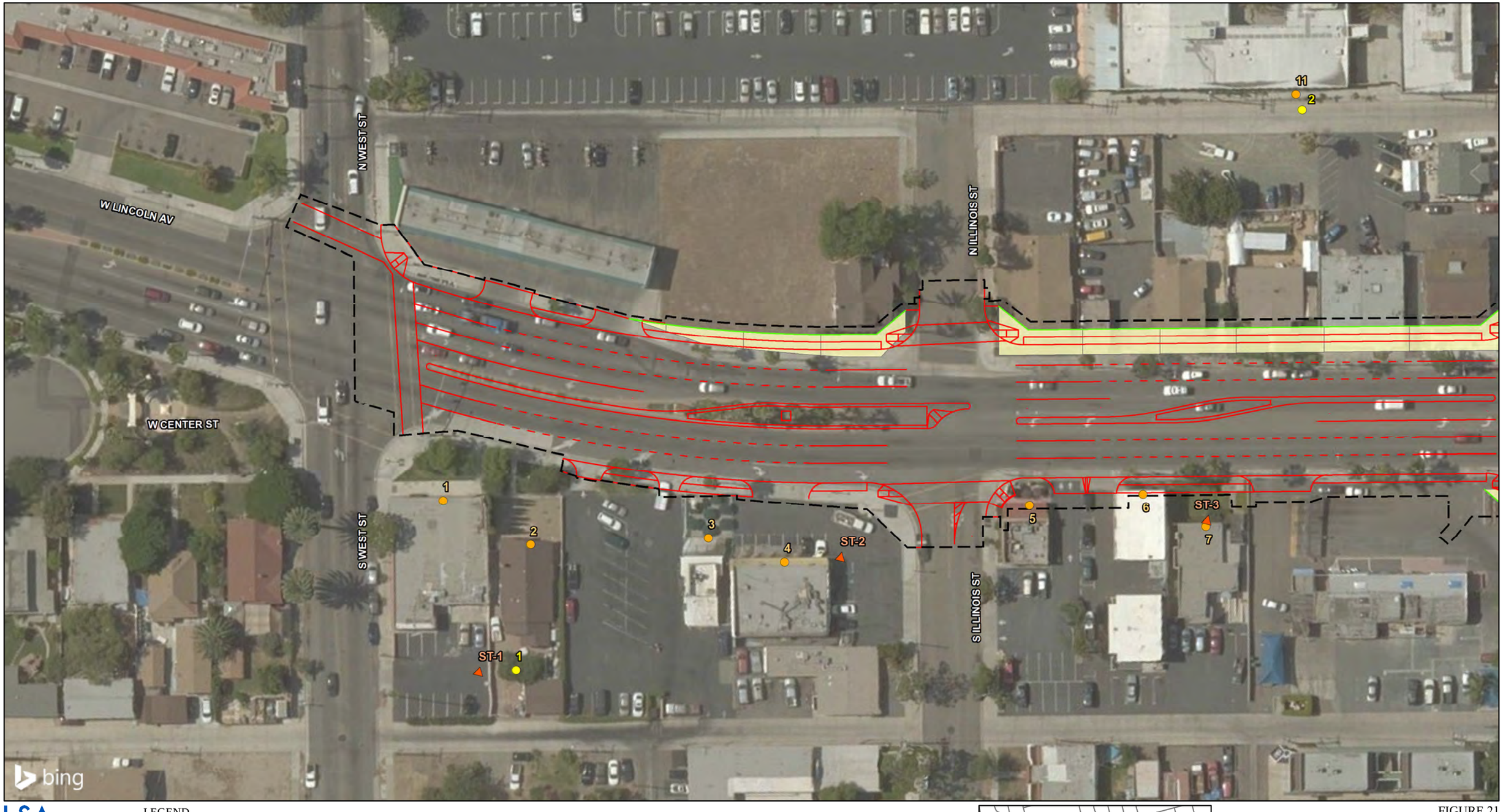
No.	Start Time	Date	Noise Level (dBA L_{eq})
1	2:00 PM	5/10/16	58.8
2	3:00 PM	5/10/16	57.4
3	4:00 PM	5/10/16	57.5
4	5:00 PM	5/10/16	56.5
5	6:00 PM	5/10/16	**59.0**
6	7:00 PM	5/10/16	55.8
7	8:00 PM	5/10/16	53.4
8	9:00 PM	5/10/16	55.9
9	10:00 PM	5/10/16	52.8
10	11:00 PM	5/10/16	51.9
11	12:00 AM	5/11/16	45.9
12	1:00 AM	5/11/16	45.1
13	2:00 AM	5/11/16	50.7
14	3:00 AM	5/11/16	44.7
15	4:00 AM	5/11/16	46.4
16	5:00 AM	5/11/16	51.1
17	6:00 AM	5/11/16	56.2
18	7:00 AM	5/11/16	56.6
19	8:00 AM	5/11/16	56.1
20	9:00 AM	5/11/16	54.1
21	10:00 AM	5/11/16	55.6
22	11:00 AM	5/11/16	55.6
23	12:00 PM	5/11/16	56.9
24	1:00 PM	5/11/16	54.5

Source: Compiled by LSA Associates, Inc. (Ambient noise measurements conducted on May 10, 2016).
Bold = Bold numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels
LT = long-term

Table M: Long-Term 24-Hour Noise Level Measurement Results at LT-2

No.	Start Time	Date	Noise Level (dBA L_{eq})
1	2:00 PM	5/10/16	56.0
2	3:00 PM	5/10/16	56.4
3	4:00 PM	5/10/16	57.3
4	5:00 PM	5/10/16	54.8
5	6:00 PM	5/10/16	**57.7**
6	7:00 PM	5/10/16	53.8
7	8:00 PM	5/10/16	52.8
8	9:00 PM	5/10/16	54.0
9	10:00 PM	5/10/16	51.7
10	11:00 PM	5/10/16	49.3
11	12:00 AM	5/11/16	45.7
12	1:00 AM	5/11/16	44.4
13	2:00 AM	5/11/16	48.1
14	3:00 AM	5/11/16	44.4
15	4:00 AM	5/11/16	46.3
16	5:00 AM	5/11/16	52.7
17	6:00 AM	5/11/16	55.2
18	7:00 AM	5/11/16	57.2
19	8:00 AM	5/11/16	54.8
20	9:00 AM	5/11/16	59.4
21	10:00 AM	5/11/16	54.4
22	11:00 AM	5/11/16	53.8
23	12:00 PM	5/11/16	54.1
24	1:00 PM	5/11/16	52.9

Source: Compiled by LSA Associates, Inc. (Ambient noise measurements conducted on May 10, 2016).
Bold = Bold numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels
LT = long-term



LSA

LEGEND

- Proposed Features
- Proposed Right-of-Way
- Project Area
- Proposed Right-Of-Way Acquisition
- Short-Term Monitoring Location
- Long-Term Monitoring Location
- Modeled Exterior Receptors
- Modeled Interior Receptors

0 30 60
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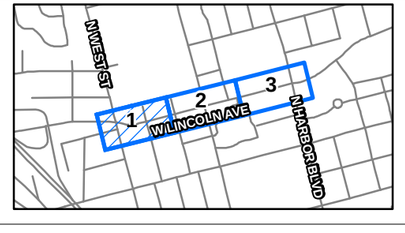

FIGURE 21
Sheet 1 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Monitoring and Modeled Receptor Locations

SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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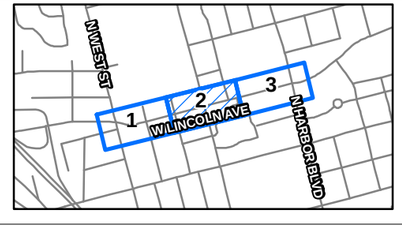
LSA

LEGEND

- Proposed Features
- Proposed Right-of-Way
- Project Area
- Proposed Right-Of-Way Acquisition
- Short-Term Monitoring Location
- Long-Term Monitoring Location
- Modeled Exterior Receptors
- Modeled Interior Receptors

0 30 60
FEET



SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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FIGURE 21
Sheet 2 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Monitoring and Modeled Receptor Locations

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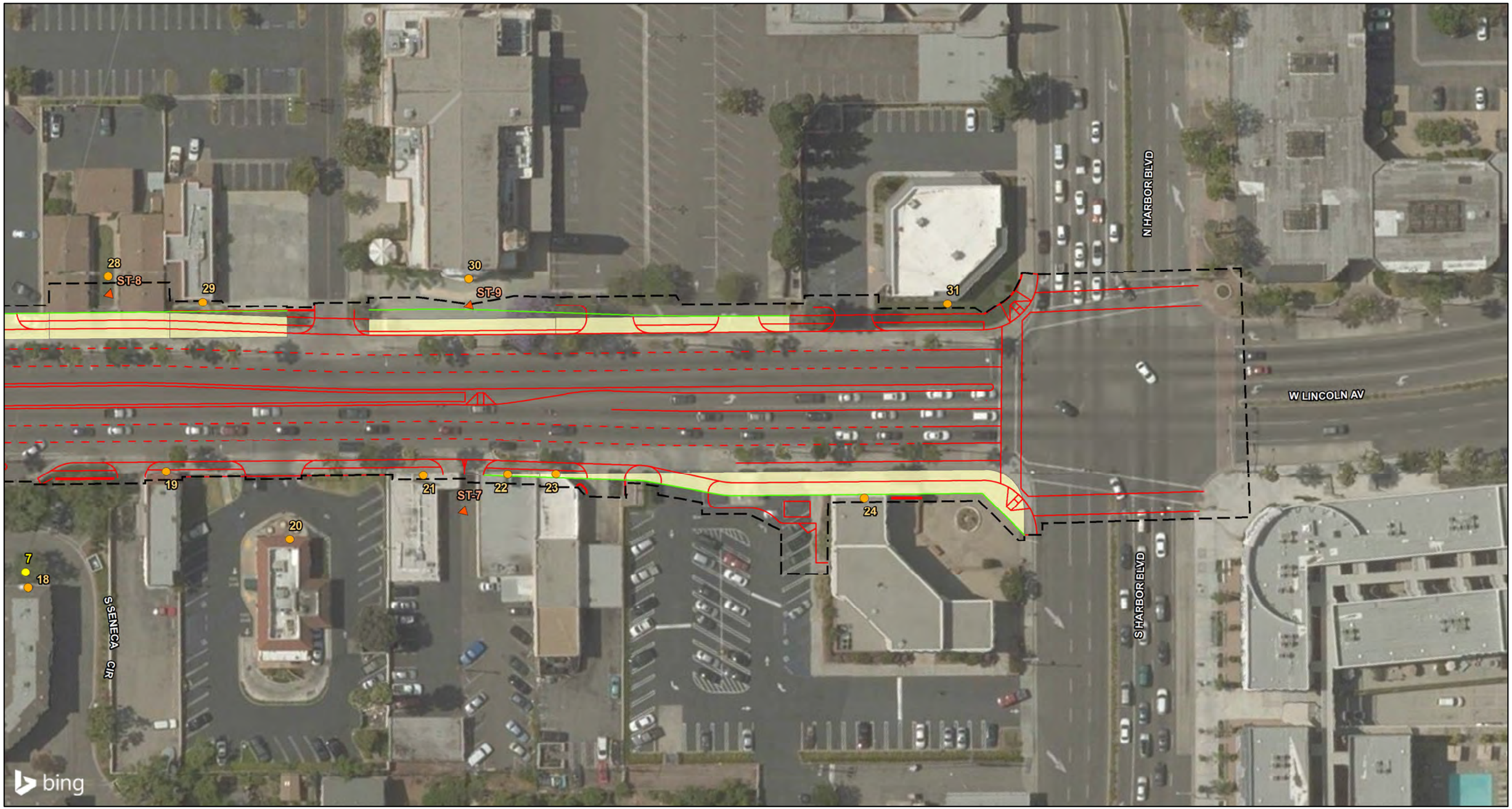

LSA

LEGEND

- Proposed Features
- Proposed Right-of-Way
- Project Area
- Proposed Right-Of-Way Acquisition
- Short-Term Monitoring Location
- Long-Term Monitoring Location
- Modeled Exterior Receptors
- Modeled Interior Receptors

0 30 60
FEET

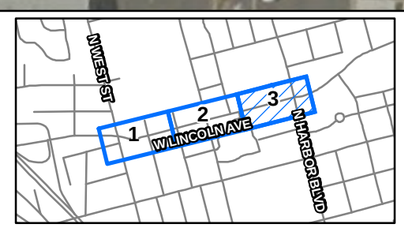

FIGURE 21
Sheet 3 of 3

Lincoln Avenue Widening from West Street to Harbor Boulevard Project

Monitoring and Modeled Receptor Locations

SOURCE: Bing Maps (2014); Kreuzer Consulting Group (9/2016)

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Impact Analysis

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

Less Than Significant Impact. Short-term noise impacts would be associated with on-site excavation and grading during construction of the Proposed Project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the Project Area, but would cease once project construction is completed.

Two types of short-term noise impacts could occur during construction of the Proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the Project Area would incrementally increase noise levels on Lincoln Avenue. As shown in Table N, Typical Construction Equipment Noise Levels, there would be a relatively high single-event noise exposure potential at a maximum level of 55 dBA maximum instantaneous noise level (L_{max}) with pickup trucks passing at 50 ft. However, the projected construction traffic would be minimal when compared to the existing traffic volumes on Lincoln Avenue. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would be less than significant.

Table N: Typical Construction Equipment Noise Levels

Equipment Description	Spec 721.560[1] L_{max} at 50 feet (dBA)	Actual Measured[2] L_{max} at 50 feet (dBA)
Backhoes	80	78
Compactor (ground)	80	83
Cranes	85	81
Dozers	85	82
Dump Truck	84	76
Excavators	85	81
Flat Bed Trucks	84	74
Front-End Loaders	80	79
Graders	85	N/A[3]
Jackhammer	85	89
Pickup Truck	55	75
Pneumatic Tools	85	85
Pumps	77	81
Rock Drill	85	81
Roller	85	80
Scrapers	85	84
Tractors	84	N/A
Vibratory Pile Driver	95	101

Source: Federal Highway Administration Roadway Construction Noise Model (2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
[2] The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.
[3] Because the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec 721.560 was used.
CA/T = Central Artery/Tunnel
dBA = A-weighted decibels
L_{max} = maximum instantaneous noise level
N/A = not applicable
Spec = Specification

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on site. Construction performed in various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Table N lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical maximum noise levels range up to 86 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is the earthmoving equipment. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Construction of the Proposed Project is expected to require the use of on-site front-end loaders, bulldozers, and water trucks/pickup trucks. Based on the information in Table N, the maximum noise level generated by each front-end loader is assumed to be 80 dBA L_{max} at 50 ft from the front-end loader. Each bulldozer would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 86 dBA L_{max} at a distance of 50 ft from the active construction area.

The closest sensitive receptors are located 50 ft or less from the project construction areas. The closest sensitive receptors may be subject to short-term noise reaching 86 dBA L_{max} or higher generated by construction activities near the project boundary. Construction activities for the Proposed Project would comply with Section 6.70.010 of the City Municipal Code, which limits the hours of construction to between 7:00 a.m. and 7:00 p.m. Construction activities are generally prohibited outside of these hours. Additional work hours may be permitted if deemed necessary by the Director of Public Works or Building Official. In addition, the contractor would be required to comply with standard noise reduction practices identified in CM-4. Compliance with the construction hours specified by the City, in combination with CM-4, would reduce the construction noise impacts to a less than significant level.

Potential long-term noise impacts associated with project operations are solely from traffic noise. Long-term noise impacts were evaluated based on the noise standards in the Noise Element of the City General Plan, which adopted the State noise standards.

Guidelines provided in the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) were used to evaluate traffic-related noise conditions in the vicinity of the Project Area. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2016), opening year (2019), and horizon year (2035) average daily traffic (ADT) volumes identified in Section 3.17, Transportation/Traffic, were used.

Table O, Modeled Traffic Noise Levels at Sensitive Receptors – Exterior, provides the existing and forecasted exterior noise levels at adjacent noise-sensitive land uses in the project vicinity. As shown in Table O, Modeled Traffic Noise Levels at Sensitive Receptors – Exterior, traffic noise levels would exceed the City's exterior noise standard at one receptor location (Receptor 7) in 2019 and 2035 under the without project condition; however, the noise level would be lower under the with project condition and would not exceed the City's exterior noise standard. No other receptor locations would exceed the City's exterior noise standards. The Proposed Project would increase traffic noise levels by up to 0.7 dBA for land uses located on the north side of Lincoln Avenue while the Proposed Project would slightly reduce traffic noise levels by up to 0.3 dBA for land uses located on the south side of Lincoln Avenue, including Receptor 7. Traffic noise levels on the south side of Lincoln Avenue would be slightly reduced because a portion of traffic on Lincoln Avenue would move slightly further away from these receptors. A traffic noise increase of 0.7 dBA would not be perceptible by the human ear in an outdoor environment. Therefore, traffic noise impacts would be considered less than significant and no mitigation is required.

Based on the typical sound level reductions of buildings identified in Protective Noise Levels, Condensed Version of EPA Levels Document (EPA 1978), standard building construction in Southern California would provide 24 dBA (the national average is 25 dBA) or more in noise reduction from exterior to interior with windows and doors closed. With windows and doors open, the exterior-to-interior noise reduction drops to 12 dBA (the national average is 15 dBA) or more. Interior noise levels exceeding the City's interior noise standard with windows and doors closed would require building facade upgrades (e.g., double-paned windows). Also, interior noise levels exceeding the City's interior noise standard with windows and doors open would require mechanical ventilation systems (e.g., air-conditioning systems).

Table P, Interior Noise Levels with Windows and Doors Open, includes the interior noise levels with windows and doors open under the existing, opening year (2019), and horizon year (2035) with and without project scenario. An exterior-to-interior noise level reduction of 12 dBA was used to determine the interior noise level for all receptors within the Project Area, except Receptors 29 and 30 because the church would achieve an exterior-to-interior noise level of 15 dBA. As shown in Table P, Interior Noise Levels with Windows and Doors Open, no receptors within the Project Area currently exceed and would not exceed with or without project 2019 and 2035 conditions for the interior noise standard (windows and doors open).

Table Q, Interior Noise Levels with Windows and Doors Closed, shows the interior noise levels with windows and doors closed under the existing, opening year (2019), and horizon year (2035) with and without project scenario. An exterior-to-interior noise level reduction of 24 dBA was used to determine the interior noise level for all receptors within the Project Area, except Receptors 29 and 30 because the church would achieve an exterior-to-interior noise level of 30 dBA with windows and doors closed. As shown in Table Q, Interior Noise Levels with Windows and Doors Closed, no receptors within the Project Area currently exceed and would not exceed with or without project 2019 and 2035 conditions for the interior noise standard (windows and doors closed).

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Table O: Modeled Traffic Noise Levels at Sensitive Receptors – Exterior

Receptor No.	APN	Address	Land Use Type	Exterior Noise Standard	Modeled Noise Levels (dBA CNEL)[1]								
					Existing (2016)			Opening Year (2019)			Horizon Year (2035)		
					Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)
1	036-111-02	1018 West Lincoln Avenue	Residential[1]	65	56.4	56.3	-0.1	56.5	56.3	-0.2	56.8	56.7	-0.1
2	255-033-24	811 West Lincoln Avenue	School	65	55.6	55.9	0.3	55.7	56.0	0.3	56.0	56.4	0.4
3	255-041-01	811 West Lincoln Avenue	School	65	63.5	64.2	0.7	63.5	64.2	0.7	63.9	64.6	0.7
4	251-111-03	710 West Lincoln Avenue	Residential[1]	65	63.6	63.5	-0.1	63.7	63.6	-0.1	64.1	64.0	-0.1
5	251-111-04	706 West Lincoln Avenue	Residential[1]	65	57.4	57.3	-0.1	57.5	57.4	-0.1	57.9	57.8	-0.1
6	251-111-62	112 South Seneca Circle	Residential	65	60.3	60.1	-0.2	60.4	60.1	-0.3	60.7	60.5	-0.2
7	251-111-62	112 South Seneca Circle	Residential	65	65.0	64.8	-0.2	**65.1**	64.9	-0.2	**65.5**	**65.2**	-0.3
8	225-053-11	114 North Citron Street	Residential[1]	65	60.0	60.2	0.2	60.1	60.3	0.2	60.4	60.7	0.3
9	255-054-05	119 North Resh Street	Residential	65	53.8	54.0	0.2	53.9	54.0	0.1	54.3	54.4	0.1
10	255-054-05	110 North Resh Street	Residential	65	61.6	61.9	0.3	61.6	62.0	0.4	62.0	62.4	0.4

Source: Compiled by LSA Associates, Inc. (Noise Modeling, 2016d) (Appendix J); Federal Highway Administration Traffic Noise Prediction Model, FHWA RD-77-108.
[1] The exterior noise-sensitive area is shielded by the residential structure and would provide a noise level reduction of 5 dBA.
Bold = Noise level exceeds City of Anaheim General Plan Noise Element standard.
APN = Assessor's Parcel Number
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

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Table P: Interior Noise Levels with Windows and Doors Open

Receptor No.	APN	Address	Land Use Type	Interior Noise Standard (dBA CNEL)[2]	Modeled Noise Levels (dBA CNEL)[1]								
					Existing (2016)			2019			2035		
					Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)
1	036-111-01	1026 West Lincoln Avenue	Commercial	67	54.8	55.1	0.3	54.9	55.1	0.2	55.3	55.5	0.2
2	036-111-02	1018 West Lincoln Avenue	Residential	57	53.6	53.6	0.0	53.7	53.6	-0.1	54.1	54.0	-0.1
3	036-111-37	1008 West Lincoln Avenue	Restaurant	67	55.7	55.4	-0.3	55.8	55.5	-0.3	56.2	55.8	-0.4
4	036-111-38	1000 West Lincoln Avenue	Commercial	67	55.0	54.4	-0.6	55.0	54.5	-0.5	55.4	54.9	-0.5
5	036-112-01	922 West Lincoln Avenue	Restaurant	67	60.2	61.8	1.6	60.3	61.8	1.5	60.6	62.2	1.6
6	036-112-02	918 West Lincoln Avenue	Office Retail	67	59.8	61.6	1.8	59.9	61.7	1.8	60.3	62.0	1.7
7	036-112-03	914 West Lincoln Avenue	Office	62	56.5	56.7	0.2	56.6	56.7	0.1	56.9	57.1	0.2
8	036-113-26	884 West Lincoln Avenue	Retail	67	53.2	52.8	-0.4	53.2	52.9	-0.3	53.6	53.3	-0.3
9	036-113-27	808 West Lincoln Avenue	Retail	67	59.2	58.7	-0.5	59.2	58.8	-0.4	59.6	59.2	-0.4
10	036-113-05	800 West Lincoln Avenue	Restaurant	67	57.6	57.1	-0.5	57.7	57.2	-0.5	58.1	57.5	-0.6
11	255-033-24	811 West Lincoln Avenue	School	57	48.3	48.6	0.3	48.3	48.6	0.3	48.7	49.0	0.3
12	225-041-01	811 West Lincoln Avenue	School	57	50.7	51.2	0.5	50.7	51.3	0.6	51.1	51.7	0.6
13	251-111-01	718 West Lincoln Avenue	Retail	67	59.0	59.5	0.5	59.0	59.6	0.6	59.4	60.0	0.6
14	251-111-03	710 West Lincoln Avenue	Residential	57	56.2	56.3	0.1	56.3	56.4	0.1	56.7	56.8	0.1
15	251-111-04	706 West Lincoln Avenue	Residential	57	56.1	56.2	0.1	56.1	56.2	0.1	56.5	56.6	0.1
16	251-111-05	702 West Lincoln Avenue	Office	62	59.4	60.1	0.7	59.5	60.1	0.6	59.9	60.5	0.6
17	251-111-62	112 South Seneca Circle	Residential	57	52.9	52.7	-0.2	53.0	52.8	-0.2	53.4	53.1	-0.3
18	251-111-62	112 South Seneca Circle	Residential	57	52.4	52.2	-0.2	52.5	52.2	-0.3	52.8	52.6	-0.2
19	251-111-06	604 West Lincoln Avenue	Commercial	67	60.4	61.0	0.6	60.4	61.0	0.6	60.8	61.4	0.6
20	251-111-64	600 West Lincoln Avenue	Restaurant	67	54.8	54.7	-0.1	54.9	54.7	-0.2	55.3	55.1	-0.2
21	251-111-09	532 West Lincoln Avenue	Medical Office	62	60.6	61.1	0.5	60.7	61.2	0.5	61.1	61.5	0.4
22	251-111-10	528 West Lincoln Avenue	Retail	67	60.6	61.0	0.4	60.6	61.1	0.5	61.0	61.5	0.5
23	251-111-11	524 West Lincoln Avenue	Retail	67	60.4	61.2	0.8	60.5	61.3	0.8	60.9	61.7	0.8
24	251-111-12	101 South Harbor Blvd	Bank	67	57.2	57.7	0.5	57.3	57.7	0.4	57.7	58.1	0.4
25	255-053-04	114 North Citron Street	Residential	57	48.6	48.9	0.3	48.7	49.0	0.3	49.1	49.4	0.3
26	255-053-11	119 North Resh Street	Residential	57	47.2	47.4	0.2	47.3	47.5	0.2	47.7	47.9	0.2
27	255-054-05	110 North Resh Street	Residential	57	50.4	50.8	0.4	50.4	50.9	0.5	50.8	51.3	0.5
28	255-054-09	611 West Lincoln Avenue	Residential	57	54.6	55.7	1.1	54.6	55.8	1.2	55.0	56.1	1.1
29	255-054-10	605 West Lincoln Avenue	Church[3]	60	53.3	55.1	1.8	53.3	55.1	1.8	53.7	55.5	1.8
30	255-055-01	525 West Lincoln Avenue	Church[3]	60	51.8	53.1	1.3	51.9	53.1	1.2	52.2	53.5	1.3
31	255-055-03	501 West Lincoln Avenue	Office Retail	67	57.5	59.4	1.9	57.6	59.5	1.9	58.0	59.8	1.8

Source: Compiled by LSA Associates, Inc. (Noise Modeling, 2016d) (Appendix J); Federal Highway Administration Traffic Noise Prediction Model, FHWA RD-77-108.
[1] The interior noise level was determined using a 12 dBA exterior-to-interior noise level reduction when windows and doors are open.
[2] The interior noise standard with windows and doors open. Noise levels exceeding these levels would exceed the City of Anaheim's interior noise standard with windows and doors open.
[3] The interior noise level was determined using a 15 dBA exterior-to-interior noise level reduction when windows and doors are open.
APN = Assessor's Parcel Number
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

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Table Q: Interior Noise Levels with Windows and Doors Closed

Receptor No.	APN	Address	Land Use Type	Interior Noise Standard[2]	Modeled Noise Levels (dBA CNEL)[1]								
					Existing (2016)			2019			2035		
					Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)	Without Project	With Project	Change (dBA)
1	036-111-01	1026 West Lincoln Avenue	Commercial	55	42.8	43.1	0.3	42.9	43.1	0.2	43.3	43.5	0.2
2	036-111-02	1018 West Lincoln Avenue	Residential	45	41.6	41.6	0.0	41.7	41.6	-0.1	42.1	42.0	-0.1
3	036-111-37	1008 West Lincoln Avenue	Restaurant	55	43.7	43.4	-0.3	43.8	43.5	-0.3	44.2	43.8	-0.4
4	036-111-38	1000 West Lincoln Avenue	Commercial	55	43.0	42.4	-0.6	43.0	42.5	-0.5	43.4	42.9	-0.5
5	036-112-01	922 West Lincoln Avenue	Restaurant	55	48.2	49.8	1.6	48.3	49.8	1.5	48.6	50.2	1.6
6	036-112-02	918 West Lincoln Avenue	Office Retail	55	47.8	49.6	1.8	47.9	49.7	1.8	48.3	50.0	1.7
7	036-112-03	914 West Lincoln Avenue	Office	50	44.5	44.7	0.2	44.6	44.7	0.1	44.9	45.1	0.2
8	036-113-26	884 West Lincoln Avenue	Retail	55	41.2	40.8	-0.4	41.2	40.9	-0.3	41.6	41.3	-0.3
9	036-113-27	808 West Lincoln Avenue	Retail	55	47.2	46.7	-0.5	47.2	46.8	-0.4	47.6	47.2	-0.4
10	036-113-05	800 West Lincoln Avenue	Restaurant	55	45.6	45.1	-0.5	45.7	45.2	-0.5	46.1	45.5	-0.6
11	255-033-24	811 West Lincoln Avenue	School	45	36.3	36.6	0.3	36.3	36.6	0.3	36.7	37.0	0.3
12	225-041-01	811 West Lincoln Avenue	School	45	38.7	39.2	0.5	38.7	39.3	0.6	39.1	39.7	0.6
13	251-111-01	718 West Lincoln Avenue	Retail	55	47.0	47.5	0.5	47.0	47.6	0.6	47.4	48.0	0.6
14	251-111-03	710 West Lincoln Avenue	Residential	45	44.2	44.3	0.1	44.3	44.4	0.1	44.7	44.8	0.1
15	251-111-04	706 West Lincoln Avenue	Residential	45	44.1	44.2	0.1	44.1	44.2	0.1	44.5	44.6	0.1
16	251-111-05	702 West Lincoln Avenue	Office	50	47.4	48.1	0.7	47.5	48.1	0.6	47.9	48.5	0.6
17	251-111-62	112 South Seneca Circle	Residential	45	40.9	40.7	-0.2	41.0	40.8	-0.2	41.4	41.1	-0.3
18	251-111-62	112 South Seneca Circle	Residential	45	40.4	40.2	-0.2	40.5	40.2	-0.3	40.8	40.6	-0.2
19	251-111-06	604 West Lincoln Avenue	Commercial	55	48.4	49.0	0.6	48.4	49.0	0.6	48.8	49.4	0.6
20	251-111-64	600 West Lincoln Avenue	Restaurant	55	42.8	42.7	-0.1	42.9	42.7	-0.2	43.3	43.1	-0.2
21	251-111-09	532 West Lincoln Avenue	Medical Office	50	48.6	49.1	0.5	48.7	49.2	0.5	49.1	49.5	0.4
22	251-111-10	528 West Lincoln Avenue	Retail	55	48.6	49.0	0.4	48.6	49.1	0.5	49.0	49.5	0.5
23	251-111-11	524 West Lincoln Avenue	Retail	55	48.4	49.2	0.8	48.5	49.3	0.8	48.9	49.7	0.8
24	251-111-12	101 South Harbor Blvd	Bank	55	45.2	45.7	0.5	45.3	45.7	0.4	45.7	46.1	0.4
25	255-053-11	114 North Citron Street	Residential	45	36.6	36.9	0.3	36.7	37.0	0.3	37.1	37.4	0.3
26	255-054-05	119 North Resh Street	Residential	45	35.2	35.4	0.2	35.3	35.5	0.2	35.7	35.9	0.2
27	255-054-05	110 North Resh Street	Residential	45	38.4	38.8	0.4	38.4	38.9	0.5	38.8	39.3	0.5
28	255-054-09	611 West Lincoln Avenue	Residential	45	42.6	43.7	1.1	42.6	43.8	1.2	43.0	44.1	1.1
29	255-054-10	605 West Lincoln Avenue	Church[3]	45	38.3	40.1	1.8	38.3	40.1	1.8	38.7	40.5	1.8
30	255-055-01	525 West Lincoln Avenue	Church[3]	45	36.8	38.1	1.3	36.9	38.1	1.2	37.2	38.5	1.3
31	255-055-03	501 West Lincoln Avenue	Office Retail	55	45.5	47.4	1.9	45.6	47.5	1.9	46.0	47.8	1.8

Source: Compiled by LSA Associates, Inc. (Noise Modeling, 2016d) (Appendix J); Federal Highway Administration Traffic Noise Prediction Model, FHWA RD-77-108.
[1] The interior noise level was determined using a 24 dBA exterior-to-interior noise level reduction when windows and doors are closed.
[2] The interior noise standard with windows and doors closed. Noise levels exceeding these levels would exceed the City of Anaheim's interior noise standard with windows and doors closed.
[3] The interior noise level was determined using a 30 dBA exterior-to-interior noise level reduction when windows and doors are closed.
APN = Assessor's Parcel Number
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

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In addition, Table P, Interior Noise Levels with Windows and Doors Open, and Table Q, Interior Noise Levels with Windows and Doors Closed, show that the Proposed Project would increase traffic noise levels for some receptors by up to 1.9 dBA while the Proposed Project would slightly reduce traffic noise levels for some receptors by up to 0.3 dBA. Land uses located on the north side of Lincoln Avenue would generally experience an increase in traffic noise because traffic on Lincoln Avenue would move closer to the receptor. On the other hand, land uses located on the south side of Lincoln Avenue would generally experience a slight reduction in traffic noise level because a portion of traffic on Lincoln Avenue would move further away from the receptor. A traffic noise increase of up to 1.9 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise impacts would be less than significant and no mitigation is required.

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

Less Than Significant Impact. Ground-borne noise and vibration generated by construction equipment can result in varying degrees, depending on the equipment. The operation of construction equipment causes ground-borne noise and ground vibration that spread through the ground and diminish in strength with distance. Buildings on soil near an active construction area respond to this ground-borne noise and vibration, which range from imperceptible to low rumbling sounds with perceptible vibration and slight damage at the highest vibration levels. Typically, construction-related ground-borne noise and vibration does not reach vibration levels that would result in damage to nearby structures.

The Transportation and Construction Vibration Guidance Manual (Caltrans, 2013) shows that the vibration damage threshold for continuous/frequent intermittent sources is 0.12 peak-particle velocity (PPV) (inches per second [in/sec]) for structures that are extremely susceptible to vibration damage and 0.2 PPV (in/sec) for nonengineered timber and masonry buildings. The manual shows the vibration annoyance potential criteria to be barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), and strongly perceptible at 0.10 PPV (in/sec) for continuous/frequent intermittent sources. These thresholds were used to evaluate the potential for short-term, construction-related, ground-borne vibration during construction of the Proposed Project.

Bulldozers and trucks used for construction of the Proposed Project would generate the highest ground-borne vibration levels. Based on the Caltrans Transportation and Construction Vibration Guidance Manual, a large bulldozer and loaded trucks would generate vibration levels of 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 ft. Based on the worst-case condition, the closest residential structure from the project boundary is approximately 25 ft. At this distance, the closest residential structure would experience vibration levels of up to 0.089 PPV (in/sec). This vibration level would be below the damage threshold.

Vibration levels generated by construction activities would be distinctly perceptible from the closest residential structure. Other construction equipment and activities would generate vibration levels much lower than those of bulldozers and loaded trucks and would, therefore,

result in lower vibration levels. No substantial ground-borne noise and vibration levels from construction activities would occur because they would be below the damage threshold. Therefore, short-term construction impacts related to ground-borne vibration or ground-borne noise would be less than significant and no mitigation is required.

Once operational, the Proposed Project would not generate any additional traffic, and regional traffic trips are expected to remain the same. Roads are not typically major sources of ground-borne noise or vibration. Ground-borne vibration is mostly associated with passenger vehicles and trucks traveling on roads with poor conditions (e.g., potholes, bumps, expansion joints, or other discontinuities in the road surface). Vibration effects of passenger vehicles and trucks (e.g., rattling of windows) are almost always a result of airborne noise. The Proposed Project would include new asphalt pavement. As a result, there would be no potholes, bumps, or other discontinuities in the road surface that would generate ground-borne vibration or noise impacts from vehicular traffic traveling on Lincoln Avenue. Therefore, ground-borne vibration and noise impacts generated by vehicles traveling through the Project Area would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Proposed Project would not generate any additional traffic, and regional traffic trips are expected to remain the same. The project noise increases would not exceed 3 dBA, which is the level at which noise increases are considered perceptible by the human ear. Traffic noise levels are estimated to increase by up to 1.9 dBA at some receptors along West Lincoln Avenue. Implementation of the Proposed Project would not result in a substantial increase in traffic noise levels to noise-sensitive receptors located adjacent to Lincoln Avenue within the Project Area. Therefore, traffic noise impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Refer to 3.12(a). Compliance with construction hours specified in the City Municipal Code in combination with other equipment-related abatement described in 3.11(a) in this section would reduce the construction noise impacts. Therefore, potential short-term increases in ambient noise levels due to construction activities are considered less than significant, and no mitigation is required.

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

No Impact. The closest airport to the Project Area is the Fullerton Municipal Airport, a municipal service airport approximately 4 mi from the Project Area. However, the Project

Area is not within the planning areas of the AELUP for the Fullerton Municipal Airport (ALUC 2004). Moreover, because the Proposed Project is a transportation project and would not involve the introduction of residential or employment uses in the Project Area, it would not result in impacts related to aviation-related excessive noise levels for people residing or working in the Project Area.

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

No Impact. The Proposed Project is not located in the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project vicinity to excessive noise levels, and no impact would occur.

Compliance Measure

CM-4 **Construction Noise.** Construction of the Proposed Project would potentially result in relatively high noise levels. The following measures would reduce short-term, construction-related noise impacts resulting from the Proposed Project:

- During all Project Area excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from receptors nearest the Project Area.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and receptors nearest the Project Area during all project construction.
- During all Project Area construction, the construction contractor shall limit all construction-related activities to the hours between 7:00 a.m. and 7:00 p.m.

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3.13 PALEONTOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

This section is based on the *Paleontological Analysis Memorandum* (LSA, 2016e) (Appendix K) for the Proposed Project.

Existing Setting

On March 3, 2016, a locality search for fossil localities was conducted for the project through the records of the Natural History Museum of Los Angeles County (LACM). The LACM search indicated there are no known paleontological resources within the project boundaries; however, nearby fossil localities exist in the same deposits that occur in the Project Area, either exposed or at depth.

The project is located at the northern end of the Peninsular Ranges Geomorphic Province. Within this larger region, the Project Area is located in the Los Angeles Basin, a broad alluvial lowland. Geologic mapping shows that Holocene to late Pleistocene in age (less than 126,000 years ago) Young Alluvial Fan Deposits underlie the entire Project Area. Artificial Fill likely underlies some portions of the Project Area that are currently developed, including the existing roadway, sidewalks, parking lots, and buildings.

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

Less Than Significant with Mitigation Incorporated. A paleontological resources records search and literature review were conducted to determine the paleontological sensitivity of the Project Area. Ground-disturbing activities for the project are expected to extend no deeper than 2 ft below the current ground surface and will not reach paleontologically sensitive deposits. The parts of the Project Area underlain by Young Alluvial Fan Deposits have low paleontological sensitivity from the surface to a depth of 10 ft and high paleontological sensitivity below that mark. The developed portion of the Project Area is likely underlain by Artificial Fill, which has no paleontological sensitivity.

The majority of project excavation is expected to extend no deeper than 6 ft below the current ground surface and will not reach paleontologically sensitive deposits. Drilling for the signal poles may extend to a depth of 12 ft and, therefore, may reach paleontologically sensitive deposits. However, drilling for installation of the signal poles involves minimal ground

disturbance and it is unlikely that ground-disturbing activities under the Proposed Project would uncover significant paleontological resources.

If paleontological resources are encountered during ground disturbing activities, implementation of Mitigation Measure PAL-1 would ensure that work in the area of the discovery stop until a professional paleontologist can assess the nature and significance of the find and make appropriate recommendations. Therefore, with implementation of Mitigation Measure PAL-1 and based on the project plans, the Proposed Project would have a less than significant impact on a unique paleontological resource, site, or unique geologic feature.

Mitigation Measure

PAL-1 **Discovery of Paleontological Resources.** In the event of accidental discovery of paleontological resources, all activities within 50 feet of the discovery shall cease and a professional paleontologist shall be contacted to assess the find for scientific significance. The paleontologist will determine whether a paleontological mitigation program will need to be developed. The mitigation program may include, but is not limited to, paleontological monitoring; collection, stabilization, and identification of observed resources; curation of resources into a museum repository; and preparation of a monitoring report of findings.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Existing Setting

The Project Area is in the City of Anaheim. According to the United States Census Bureau, there were 336,265 people and 98,294 households in the City in 2010.[1] Based on the 2016–2040 SCAG RTP/SCS growth estimates, the population of the City will reach 403,400 persons by 2040, and will reach 122,600 households by 2040.[2]

Impact Analysis

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

No Impact. The proposed road improvements are intended to address existing and projected mobility deficiencies on an existing road and are not anticipated to induce growth. Therefore, the Proposed Project would not result in substantial growth in the area, either directly or indirectly, and there would be no impacts related to population growth.

[1] United States Census Bureau. DP-1 Profile of General Population and Housing Characteristics: 2010. Website: http://factfinder.census.gov, accessed May 9, 2016.

[2] Southern California Association of Governments (SCAG). 2016-2040 RTP/SCS. Appendix: Demographics and Growth Forecast, Table 11: Jurisdictional Forecast 2040 Website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, accessed August 2016.

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

No Impact. No existing housing would be acquired for the Proposed Project. Therefore, the Proposed Project would not displace housing, and no replacement housing would be required. No impacts related to housing displacement would occur as a result of the Proposed Project.

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

No Impact. As described, the Proposed Project would not displace any residents. Therefore, no impacts related to residential displacement, necessitating the construction of replacement housing elsewhere, would occur as a result of the Proposed Project.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Existing Setting

Fire protection and paramedic services for the Project Area and project vicinity are provided by the City of Anaheim Fire Department (AFD). Police services for the study area are provided by the City of Anaheim Police Department (APD).

The Project Area is in the Anaheim Elementary School District (AESD), which serves kindergarten through sixth-grade children, and the Anaheim Union High School District (AUHSD), which serves grades 7 through 12. Anaheim Union High School is immediately adjacent to the Project Area.

Parks and recreational facilities in the project vicinity include Founder's Park, Pearson Park, George Washington Park, Colony Square, and Friendship Plaza. Library services are provided by the Anaheim Library System at the Central Library, four branches, and a Bookmobile, according to the City General Plan Public Services and Facilities Element (2004).

Impact Analysis

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 related to the following:

Fire Protection?

Less Than Significant with Mitigation Incorporated. The Proposed Project would result in improvements to an existing roadway and would not result in any new land uses that would require fire protection. Lincoln Avenue and intersections in the Project Area are used by the AFD to access land uses in this part of the City. No long-term road closures and no closures during peak travel hours are anticipated through the Project Area during construction of the road improvements, and at least one through traffic lane in each direction would be kept open at all times. When traffic is slowed by a lane closure, West Broadway offers a nearby alternative route across for vehicular traffic through the project vicinity. As part of Mitigation Measure TR-1 (Section 3.17, Transportation/Traffic), Traffic Management Plan (TMP), the City and the Construction Contractor would coordinate with the AFD regarding construction activities that could affect the movement of traffic through the Project Area and potentially affect the ability to provide emergency services, including fire protection. The TMP would require that emergency service providers be notified prior to project construction regarding any temporary limitations to emergency access. With implementation of Mitigation Measure TR-1, impacts related to fire protection service would be less than significant during construction.

The Proposed Project is anticipated to improve traffic operations on Lincoln Avenue once the improvements are operational. Therefore, the completed project should have a beneficial impact on emergency service response times in the Project Area and the project vicinity. The Proposed Project would not generate demand for fire protection, and no additional or expanded facilities would be needed. Therefore, permanent impacts to emergency services related to fire protection would be less than significant.

Police Protection?

Less Than Significant with Mitigation Incorporated. As discussed in 3.14(a)(i), the Proposed Project would result in improvements to an existing roadway and would not result in any new land uses that would require police protection. No long-term road closures and no closures during peak travel hours are anticipated through the Project Area during construction of the road widening and improvements, and at least one through traffic lane in each direction would be kept open at all times. Mitigation Measure TR-1 (Section 3.17, Transportation/Traffic), Traffic Management Plan (TMP), would require coordination with the APD regarding construction activities that could affect the movement of traffic through the Project Area and potentially affect the APD's ability to provide emergency services, including police protection. The TMP would require that emergency service providers be notified prior to project construction regarding any temporary limitations to emergency access. With implementation of Mitigation Measure TR-1, impacts related to police protection service would be less than significant during construction.

The Proposed Project is anticipated to improve traffic operations on Lincoln Avenue once the improvements are operational. The Proposed Project would not generate demand for police protection, and no additional or expanded facilities would be needed. Therefore, permanent impacts to emergency services related to police protection would be less than significant.

Schools?

Less Than Significant Impact. The Proposed Project would not generate an increase in population and, therefore, would not result in the need for new or expanded school facilities. The Proposed Project would require partial parcel acquisitions along the Anaheim Union High School frontage on Lincoln Avenue, but this area does not include school buildings or facilities requiring replacement. The project would result in the removal of some landscaping, the modern semicircular plaza and marquee sign, and portions of the walkways. A full-width sidewalk would be constructed and the marquee sign replaced as part of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to school facilities, and no mitigation is required.

Parks?

No Impact. The Proposed Project would not generate an increase in population and, therefore, would not result in the need for new or expanded park facilities. Therefore, the Proposed Project would not have an impact on park service ratios or facilities.

Discussion of potential impacts to parks and recreation facilities is provided in Section 3.16, Recreation.

Other Public Facilities?

No Impact. The Proposed Project would not generate an increase in population and, therefore, would not result in the need for new or expanded library facilities. Therefore, there would be no project-related impacts to libraries or other public facilities.

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3.16 RECREATION

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Existing Setting

The Land Use and Green Elements of the City General Plan designate areas for parks and recreation uses. Parks and recreational facilities in the project vicinity include Founder's Park, Pearson Park, George Washington Park, Colony Square, and Friendship Plaza. No parks are located in or adjacent to the Project Area.

Impact Analysis

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

No Impact. The Proposed Project would not generate an increase in population or induce growth that would generate new park users or increase the use of existing neighborhood and regional parks or recreational facilities. Therefore, the Proposed Project would not result in the substantial deterioration of park or recreation facilities in the project vicinity, and no impacts would occur.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Proposed Project does not include new or expansion of recreational facilities. No impacts to recreational facilities would occur under the Proposed Project.

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3.17 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
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?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Existing Setting: The analysis in this section is based on the *Traffic Study* (Advantec Consulting Engineers, Inc., 2016) (Appendix A), which summarizes the Highway Capacity Manual (HCM) method and the evaluation of LOS at the Project Area intersections. The traffic analysis analyzes the existing (2016), opening year (2019), and horizon year (2035) conditions for the Proposed Project.

In addition to project intersection analysis, the *Traffic Study* identified and analyzed 22 driveways in the Project Area.

No on-street bike lanes (i.e., Class II bike lanes) are located through the Project Area. Bicyclists currently use the outside lane for travel through the project limits. The Orange County Transportation Authority (OCTA) currently operates bus services along Lincoln Avenue (Route 42) and Harbor Boulevard (Route 43 and Bravo Route 543).

Existing peak-hour turn movements and pedestrian and bicycle counts used for calculations were conducted in February of 2016 during peak hours on a Wednesday, Thursday, and Saturday. Through discussions with City staff, Year 2019 conditions were calculated using traffic growth rates of 1.23 percent per year for the a.m. peak hour and 0.74 percent per year for the p.m. peak hour (Advantec Consulting Engineers, Inc., 2016; Appendix A). Year 2035 traffic volumes were provided by the City.

The target LOS in the City to be maintained at intersections during peak hours is a minimum of LOS D. As shown in Table R, Intersection Level of Service with Existing (2016) Traffic Volumes, under the existing (2016) conditions, the project intersections operate at an acceptable LOS for the a.m. and p.m. peak hours.

Table R: Intersection Level of Service with Existing (2016) Traffic Volumes

Location Number	Condition	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	Lincoln Avenue/West Street	25.8	C	24.8	C
2	Lincoln Avenue/Illinois Street	18.8	C	20.9	C
3	Lincoln Avenue/Ohio Street	19.6	C	20.3	C
4	Lincoln Avenue/Citron Street	18.8	B	26.5	C
5	Lincoln Avenue/Resh Street	18.2	C	28.3	D
6	Lincoln Avenue/Harbor Boulevard	39.8	D	41.5	D

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* (Advantec Consulting Engineers, Inc., 2016) (Appendix A)
LOS = level of service

Table S, Intersection Level of Service 2019 Without Project, and Table T, Intersection Level of Service 2035 Without Project, show that intersection LOS in the Project Area would deteriorate over time, and the traffic congestion would increase in the 2019 and 2035 without project condition. By 2035, the operation of the Lincoln Avenue/Resh Street (p.m. peak hour) and Lincoln Avenue/Harbor Boulevard (a.m. and p.m. peak hours) intersections would degrade and the intersections would operate at an unacceptable LOS (Table T, Intersection Level of Service 2035 Without Project).

Table S: Intersection Level of Service 2019 Without Project

Location Number	Condition	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	Lincoln Avenue/West Street	26.4	C	25.3	C
2	Lincoln Avenue/Illinois Street	19.5	C	21.5	C
3	Lincoln Avenue/Ohio Street	20.7	C	21.0	C
4	Lincoln Avenue/Citron Street	19.7	C	27.8	C
5	Lincoln Avenue/Resh Street	19.1	C	29.7	D
6	Lincoln Avenue/Harbor Boulevard	41.0	D	42.6	D

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* (Advantec Consulting Engineers, Inc., 2016) (Appendix A).
LOS = level of service

Table T: Intersection Level of Service 2035 Without Project

Location Number	Condition	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	Lincoln Avenue/West Street	41.9	D	26.7	C
2	Lincoln Avenue/Illinois Street	35.1	E	26.8	D
3	Lincoln Avenue/Ohio Street	27.8	D	28.6	D
4	Lincoln Avenue/Citron Street	21.7	C	35.0	D
5	Lincoln Avenue/Resh Street	29.2	D	39.6	E
6	Lincoln Avenue/Harbor Boulevard	86.2	F	76.7	E

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* (Advantec Consulting Engineers, Inc., 2016) (Appendix A).
LOS = level of service

Impact Analysis

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

Less than Significant with Mitigation Incorporated. The Proposed Project would include capacity enhancements that are intended to accommodate forecast traffic volumes on Lincoln Avenue and at intersections in the Project Area.

Future lane geometrics were considered in the calculation of LOS as each Project Area intersection. Table U, Intersection Level of Service with Project Conditions, summarizes the with project conditions for opening year (2019) and horizon year (2035). The Proposed Project would address future operational deficiencies at the Project Area intersections so that they continue to operate at an acceptable LOS in both the a.m. and p.m. peak hours for the 2019 and 2035 conditions. With implementation of the Proposed Project, all six intersections in the Project Area would be projected to operate at an acceptable LOS D or better at a.m. and p.m. peak hours in 2019 and 2035.

The City uses the ADT volume-to-capacity (V/C) ratio to evaluate arterial highways. The V/C ratios were calculated using a capacity of 37,500 ADT for four-lane roadways and 56,300 ADT for six-lane roadways. Table V, Arterial Segment V/C Summary, presents the ADT, V/C ratio, and LOS for Lincoln Avenue. Under 2019 and 2035 with project conditions, the project segment of Lincoln Avenue is projected to operate at LOS A, an improvement over existing conditions and the 2019 and 2035 no project conditions. Bicycle lanes would not be provided under the Proposed Project. Bicyclists would continue to use the outside lane for travel through the project limits, similar to existing conditions.

Table U: Intersection Level of Service with Project Conditions

Location Number	Intersection	2019 with Project				2035 with Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1	Lincoln Avenue/West Street	26.4	C	25.3	C	41.9	D	26.7	C
2	Lincoln Avenue/Illinois Street	11.4	B	12.4	B	12.3	B	13.3	B
3	Lincoln Avenue/Ohio Street	18.5	C	17.3	C	24.0	C	23.0	C
4	Lincoln Avenue/Citron Street	17.2	B	22.4	C	16.5	B	23.4	C
5	Lincoln Avenue/Resh Street	11.6	B	12.6	B	12.7	B	13.5	B
6	Lincoln Avenue/Harbor Boulevard	36.7	D	37.4	D	41.1	D	43.1	D

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* (Advantec Consulting Engineers, Inc., 2016) (Appendix A).
LOS = level of service

Table V: Arterial Segment V/C Summary

Condition	Average Daily Traffic Volumes	V/C Ratio	LOS
Existing 2016 no project	30,400	0.81	C
Opening Year 2019 no project	30,900	0.82	D
Opening Year 2019 with project	30,900	0.55	A
Horizon Year 2035 without project	33,700	0.90	E
Horizon Year 2035 with project	33,700	0.60	A

Source: *Traffic Study for Lincoln Avenue Widening Project from West Street to Harbor Boulevard* (Advantec Consulting Engineers, Inc., 2016) (Appendix A).
V/C = Volume/Capacity
LOS = level of service

Construction of the Proposed Project would result in temporary impacts to pedestrian movement during construction. During construction, temporary sidewalk closures would be required, and pedestrian traffic would be re-routed around the construction areas. Access to residential properties adjacent to the Project Area would require temporary closures for off-site regrading and paving on adjacent private properties to facilitate the joining of the new roadway to the adjacent properties.

While full lane closures are not planned, West Broadway would offer an alternative route around the Project Area for the motoring public. There would be construction staging and controlled lane closures to minimize vehicular and pedestrian traffic impacts.

The project segment of Lincoln Avenue would remain open to traffic at all times with temporary lane closures occurring during the construction period. In order to minimize emergency response, motorist, and pedestrian disruptions during construction of the Proposed Project, a TMP that depicts how all vehicular and pedestrian traffic will be handled during construction is required to be developed and implemented. Emergency responders and motorists should be notified of the construction activities, and the TMP should identify any temporary measures (e.g., lane closure signage, pedestrian detours, and the potential need for a construction flagperson during peak traffic hours). Mitigation Measure TR-1 includes preparation of a TMP for the project that includes these requirements. Therefore, with implementation of Mitigation Measure TR-1, the Proposed Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, and impacts would be less than significant.

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

Less Than Significant Impact. Lincoln Avenue is not depicted on the OCTA 2015 Congestion Management Program (CMP). Harbor Boulevard is included in the 2015 CMP Highway System. As shown in Table V, Arterial Segment V/C Summary, the Lincoln Avenue and Harbor Boulevard intersection would operate at an acceptable LOS in the opening year (2019) with project and horizon year (2035) with project conditions. The Proposed Project would ensure that the Lincoln Avenue and Harbor Boulevard intersection would operate at an acceptable LOS, as designated in the City General Plan and OCTA CMP. The Proposed Project would improve the LOS at a designated CMP facility and would result in less than significant impacts related to this CMP facility's established LOS standards, and no mitigation is required.

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

No Impact. The nearest airport (Fullerton Municipal Airport) is approximately 4 mi from the Project Area. However, the Project Area is not within the planning areas of the AELUP for

Fullerton Municipal Airport (ALUC 2004). Construction and operation of the Proposed Project would not increase the frequency of air traffic or alter air traffic patterns. Therefore, the project features and the distance to Fullerton Municipal Airport would have no effect on air traffic patterns.

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

No Impact. The Proposed Project would not implement any design features that would result in safety concerns. The proposed roadway improvements would be designed and constructed consistent with applicable design standards and would not include hazardous design features or incompatible uses. The construction of the proposed improvements would be completed with materials consistent with standard City requirements. Therefore, the construction and operation of the Proposed Project would not substantially increase hazards due to a design feature or incompatible uses, and no impacts would occur.

e) Would the project result in inadequate emergency access?

Less Than Significant with Mitigation Incorporated. No hospitals, fire stations, or police stations are located in the Project Area, but emergency service providers are in the vicinity of the Project Area. Lincoln Avenue provides an east-west route across the City and provides direct access to Interstate 5 (I-5) and State Route 57 (SR-57). Lincoln Avenue is not specifically called out as an emergency or evacuation route. Lincoln Avenue is designated and functions as a primary arterial within the City's transportation network, and would likely serve this function during an emergency response. Construction of the Proposed Project would require temporary lane closures that may result in short-term impacts (e.g., delays) that could temporarily affect traffic movement. In order to minimize emergency access impacts during construction of the Proposed Project, a TMP that addresses local circulation within the Project Area is required to be developed and implemented. The TMP would require that emergency service providers be notified prior to project construction regarding any temporary limitations to emergency access. Therefore, with implementation of Mitigation Measure TR-1, impacts related to inadequate emergency access as a result of traffic delays and congestion during construction of the Proposed Project would be less than significant.

Operation of the Proposed Project would improve the LOS and reduce congestion and delays on Lincoln Avenue and at intersections in the Project Area, thereby improving emergency access.

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

Less Than Significant with Mitigation Incorporated. Existing sidewalks would be replaced in kind as part of the proposed improvements. Construction activities may result in

temporary short-term impacts to existing sidewalks. These impacts would be temporary in duration and would be addressed with implementation of the TMP, as provided in Mitigation Measure TR-1.

The Circulation Element of the General Plan does not include planned bicycle facilities along Lincoln Avenue in the project limits. Bicyclists would continue to be able to use the outside travel lane similar to existing conditions. In addition, the Proposed Project would include landscaped planting strips between the sidewalk, curb, and gutter to enhance the streetscape and to provide a buffer between pedestrians and vehicular traffic.

The Proposed Project includes two new bus pads on eastbound and westbound Lincoln Avenue between Ohio Street and Citron Street. The OCTA bus service on Lincoln Avenue (Route 42) and on Harbor Boulevard (Route 43) would continue to operate under the Proposed Project.

The Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and would also not otherwise decrease the performance or safety of such facilities.

Mitigation Measure

TR-1 **Traffic Management Plan (TMP).** Prior to construction, the construction contractor shall be required to submit a TMP to the City of Anaheim Public Works Director, or designee, for review and approval. During construction, the City of Anaheim Department of Public Works Director, designee, shall require the construction contractor to adhere to all requirements of the TMP. The TMP shall include the following:

a. The route identification and selection for movement of heavy equipment and truck traffic in the project vicinity shall be coordinated with the City of Anaheim Public Works Director, or designee, and Anaheim Police Department to minimize traffic and construction impacts. Truck drivers shall be notified of and required to use the identified route/routes between the Project Area and Interstate 5 (I-5).

b. Heavy equipment transport, material transportation, or exportation to and from the Project Area shall not occur during weekday commute peak traffic periods between the hours of 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m., and shall be coordinated by the contractor with the City of Anaheim Public Works Director, or designee, and Anaheim Police Department, Anaheim Fire Department, Orange County Transportation Authority, and other affected agencies.

c. The City of Anaheim Public Works Director, or designee, will require the construction contractor to notify emergency services providers prior to project construction regarding any temporary limitations to emergency access across and in the vicinity of the Lincoln Avenue project segment.

d. Warning signs indicating frequent truck entry and exit shall be posted at staging areas.

e. Warning signs shall be used to notify motorists of lane closures, if needed.

f. Signs shall be posted identifying alternative bicycle and pedestrian routes where construction activities may close sections of the road and sidewalks.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?	☐	☒	☐	☐

Existing Setting

Effective July 1, 2015, 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 within 14 days of 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 PRC §21082.3(c).

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074?

Less Than Significant with Mitigation Incorporated. The City has received requests from three California Native American Tribes to be notified of projects in which the City is the Lead Agency under CEQA. Copies of the AB 52 consultation letters are provided in Appendix L of this Initial Study/Mitigated Negative Declaration (IS/MND). The Soboba Band of Luiseño Indians was notified of the Proposed Project on August 30, 2016. The Gabrieleño Band of Mission Indians – Kizh Nation and the Juaneño Band of Mission Indians – Acjachemen Nation were notified of the Proposed Project on September 13, 2016. A generic response letter dated September 26, 2016, was received from the Gabrieleño Band of Mission Indians – Kizh Nation. In its response letter, the Gabrieleño Band of Mission Indians – Kizh Nation requested a Native American Monitor during ground-disturbing activities. As discussed in Section 3.5, the record search for the Proposed Project found no recorded archaeological resources in the Project Area and the Project Area has been previously disturbed by development. In addition, Mitigation Measure CUL-6 requires a professional archaeologist to assess any cultural material found during construction. In order to be responsive to the Gabrieleño Band of Mission Indians – Kizh Nation's concerns, the

City will provide the tribe with the proposed grading plan for review. It is expected that after review of the grading plan, the tribe will either determine that monitoring is not warranted or limit the area of monitoring. The extent of any Native American monitoring will be determined by tribal and City representatives. Potential Native American monitoring of ground-disturbing activities would be arranged prior to the initiation of construction activities. Mitigation Measure TCR-1 includes these steps regarding potential monitoring for tribal resources to avoid substantial impacts to any Tribal Cultural Resources. In a telephone call on November 1, 2016, between Terri Fulton, LSA Native American Coordinator, and Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation, Mr. Salas indicated he was happy with the language in Mitigation Measure TCR-1. Therefore, with implementation of Mitigation Measure TCR-1, the Proposed Project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074.

Mitigation Measure

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.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Existing Setting

The Project Area is subject to the requirements of the Santa Ana RWQCB. The City owns and operates public utilities for water and electricity services in the City. The Southern California Gas Company provides natural gas services to City residents. The closest landfills to the Project Area are the Olinda Landfill and Frank R. Bowerman Landfill located in the Cities of Brea and Irvine, respectively.

Impact Analysis

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

No Impact. The Proposed Project would not generate wastewater that requires treatment subject to the requirements of the RWQCB; therefore, no project impact related to wastewater treatment would occur.

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

No Impact. The Proposed Project would not result in any new land uses that would consume water or generate wastewater. Water would be used during construction to reduce fugitive dust in compliance with SCAQMD regulations and during operation for landscape irrigation. Landscaping for the Project Area, which would include drought-tolerant species in the landscaped medians and sidewalk planting strips, would not represent a substantial increase in water used for irrigation in comparison to existing conditions in the Project Area. The amount of water used during construction and operation would be minimal, and water use for construction would cease when construction is completed. Water used for landscape irrigation would comply with the City's adopted water conservation measures. No additional wastewater would be generated as a result of construction or operation of the Proposed Project. Therefore, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impact to existing water and water treatment facilities would occur as a result of the Proposed Project.

c) Would the project 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. As discussed in 3.9(e), Hydrology and Water Quality, the Proposed Project would not substantially increase storm water flows from the site. Storm water runoff would drain by gravity to seven catch basins (four existing and three new). A new 24-inch lateral storm drain line would be constructed from the existing 30-inch reinforced concrete pipe in West Street to the east to Illinois Street. The Proposed Project

would reduce impervious surfaces in the Project Area by 1 percent and, therefore, storm water flows would not substantially increase from existing conditions.

The proposed configuration and sizing of the proposed BMPs would ensure that runoff is captured and treated according to the local- and State-mandated standards. The minimal change in surface runoff compared to the existing conditions would be accommodated by the improved drainage capacity. No further drainage improvements would be necessary, and the existing drainage system would be preserved. Therefore, the Proposed Project would include new storm water drainage facilities and a new storm drain line, and would not require additional facilities that could cause significant environmental effects, and impacts to these facilities would be less than significant. No mitigation is required.

d) Would the project 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?

No Impact. Refer to 3.19(b). Water use during construction and operation would be minimal. The Proposed Project is a transportation project, and does not include the construction of a large-scale development requiring the preparation of a water supply assessment as defined by PRC Section 21151.9. Therefore, the construction and operation of the proposed improvements would not affect existing water entitlements or require expansion of entitlements, and no impact would occur.

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

No Impact. Refer to 3.19(b). No additional wastewater would be generated as a result of construction or operation of the Proposed Project. Therefore, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, and no impact would occur.

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

Less Than Significant Impact. The Proposed Project would generate construction waste that would require disposal in local landfills. Solid waste collection and disposal is provided for the City through a private contractor, Republic Services.[1] Solid waste collected in the City is processed through a system that separates the recyclables and the remaining nonrecyclable

[1] City of Anaheim. Solid Waste & Recycling. Website: http://www.anaheim.net/474/Solid-Waste-Recycling, accessed May 23, 2016.

waste is delivered to Southern California landfills. The nearest landfills to the Project Area are the Olinda Landfill and the Frank R. Bowerman Landfill, which are currently permitted to operate until December 2021 and December 2053, respectively[1]. As of November 2014, the Olinda Landfill has a remaining capacity of 34,200,000 cubic yards.[2] As of February 2008, the Frank R. Bowerman Landfill has a remaining capacity of 205,000,000 cubic yards.[3] The maximum permitted daily capacity of the Olinda and Frank R. Bowerman Landfills are 8,000 tons per day (tpd) and 11,500 tpd, respectively. Therefore, the landfills serving the Project Area would provide adequate waste disposal services to accept construction waste generated by the Proposed Project. Construction waste would be recycled as appropriate. Waste collected during road maintenance associated with operation of the Proposed Project would be limited and would be similar to the amounts of waste collected during maintenance of the existing Lincoln Avenue. The Proposed Project would not generate a substantial amount of waste during construction or operation. Therefore, a less than significant impact would occur.

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

No Impact. Waste generated during construction of the Proposed Project would be limited to construction debris and would not generate an excessive amount of solid waste that would exceed the capacity of the Olinda or Frank R. Bowerman Landfill. Construction waste would be disposed of in accordance with federal, State, and local regulations related to recycling, including the California Integrated Waste Management Act of 1989 (AB 939) and the City of Anaheim adopted Chapter 10.10, Waste Collection and Disposal, of the Municipal Code (07-18), which outlines the specifications and procedures for solid waste collection and disposal. Operation of the completed project would generate very limited waste material. Specifically, waste collected during maintenance of Lincoln Avenue would be collected and disposed of consistent with City policies. Therefore, the Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste, and no impact would occur.

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

Less Than Significant Impact. The Proposed Project would not require the increased consumption of electricity during construction or operation of the proposed improvements. Electrical systems in the Project Area are underground. Streetlights and electrical connections

1 California Department of Resources Recycling and Recovery (CalRecycle). 2016. SWIS Facility/Site Search. Website: http://calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed May 23, 2016.

2 California Department of Resources Recycling and Recovery (CalRecycle). 2016. Facility/Site Summary Details: Olinda Alpha Sanitary Landfill (30-AB-0035). Website: http://calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/, accessed May 23, 2016.

3 California Department of Resources Recycling and Recovery (CalRecycle). 2016. Facility/Site Summary Details: Frank R. Bowerman Sanitary LF (30-AB-0360). Website: http://calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail/, accessed May 23, 2016.

would be replaced and/or relocated in kind. The proposed lighting conditions and resulting electrical demand would be similar to existing conditions. The Proposed Project would not result in a need for new systems or supplies. Proposed alterations to electricity systems would not require substantial alterations to the existing electrical system and/or facilities. Therefore, no project impacts related to electricity systems or supplies would be less than significant, and no mitigation is required.

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

No Impact. The Proposed Project would not require natural gas systems or supplies for construction or operation of the proposed improvements. No existing natural gas systems in the Project Area would be disturbed, altered, or relocated during construction of the Proposed Project. Therefore, no project impact related to natural gas systems or supplies would occur.

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

No Impact. The Proposed Project would not require telephone service systems or supplies for construction or operation of the proposed improvements. No existing telephone lines in the Project Area would be disturbed, altered, or relocated during construction of the Proposed Project. Therefore, no project impact related to telephone service systems or supplies would occur.

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 television service systems or supplies for construction or operation of the proposed improvements. No existing television service systems in the Project Area would be disturbed, altered, or relocated during construction of the Proposed Project. Therefore, no project impact related to television services or reception would occur.

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3.20 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES (Attach explanation and information sources)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. As described in the analysis in this IS/MND, the Project Area is in an urbanized area. Implementation of the Proposed Project would not degrade the quality of the environment, substantially reduce the habitats of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, and threaten to eliminate a plant or animal, because these resources are not located in the study area. With implementation of Mitigation Measure BIO-1, potential impacts to migratory birds will be avoided. The Proposed Project includes right-of-way acquisition from historical properties that would result in impacts to properties in the ACHD and/or eligible for the CRHR. With implementation of Mitigation Measures CUL-1 through CUL-5, impacts to historic resources in the Project Area would be reduced below a level of significance. With implementation of CUL-6, PAL-1, and TRC-1, the potential impacts of grading activities on archaeological, paleontological, and tribal cultural resources, respectively, would be reduced

below a level of significance. Therefore, the Proposed Project would not result in a significant impacts related to the elimination of important examples of major periods of California history or prehistory.

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 Impact. As a corridor improvement project, the Proposed Project would result in minor changes to the environmental setting. The project would result in beneficial impacts related to air quality, hydrology, water quality, and traffic congestion. Other impacts are minor and would not be considered cumulatively considerable because they would be addressed through compliance with regulatory requirements, compliance measures, and/or mitigation measures. Less than significant impacts would occur, and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated. Implementation of the Proposed Project would potentially result in significant impacts related to hazards and hazardous materials, public services, and traffic having the potential to indirectly impact human beings. However, implementation of Mitigation Measures HAZ-1 through HAZ-3 and TR-1, described in this document, would reduce potentially significant hazards and hazardous materials, public services, and transportation/traffic impacts to less than significant levels. Therefore, the Proposed Project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.0 REFERENCES

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