



**U.S. Department of Housing and Urban
Development**

451 Seventh Street, SW
Washington, DC 20410
www.hud.gov

espanol.hud.gov

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Altrudy Lane Apartments

Responsible Entity: OC Housing and Community Development and Homeless Services

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: CA/059

Preparer: Cindy Wolfe, Administrative Manager/Environmental Coordinator

Certifying Officer Name and Title: Craig Fee, Community Development Manager, OC Housing and Community Development and Homeless Services

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): AECOM
999 Town & Country Road
Orange, CA 92868

Direct Comments to: Cindy Wolfe, (714) 480-2869

Project Location: 18551 Altrudy Lane, Yorba Linda, CA 92886
Census Tract No. 0218.02 / APN 323-231-08, -09

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The Altrudy Lane Apartments (proposed project) consists of new construction of a 48-unit affordable senior housing community with 10 Permanent Supportive Housing units on 2.56 acres of City of Yorba Linda (City) owned land, located on Altrudy Lane and Lakeview Avenue (refer to Figure 1, Project Vicinity Map). The proposed project would be located within the Town Center Specific Plan (TCSP) and would feature a Craftsman-style architecture to embrace the rich and varied architectural heritage. The one- and two-story height development would blend into the surrounding community and be in compliance with the City's Design Guidelines. The two (2) one- to two-story buildings would have elevator access, and the unit mix would consist of 39 one-bedroom units and nine two-bedroom units. The proposed project would also include an entry plaza, leasing office, community center, sitting areas, and BBQ pavilion for residents.

Active and passively green open space would also be available for the senior population. The proposed project would also include secure, gated access for resident safety. A total of 57 (27 covered and 30 uncovered) parking spaces would be provided as part of the proposed project, equating to an average of 1.23 parking spaces per unit, per the City code. The proposed project would be designed and oriented in a manner which will meet Leadership in Energy and Environmental Design (LEED) Environmental Design Standards. All 48 units would be designated for households paying no more than 30 to 70 percent Area Median Income (AMI) rent levels. The proposed project would include the following:

- Tenant income mix ranging from low to very-low income households (Manager’s Unit not included)
 - 30 percent AMI: 10 units
 - 50 percent AMI: 1 unit
 - 60 percent AMI: 28 units
 - 70 percent AMI: 8 unit
- 20 percent veteran preference

The project site is currently zoned as TCSP and is designated as Residential High (R-High) by the City of Yorba Linda General Plan (City of Yorba Linda 2019a & 2016a). The proposed project would require a Conditional Use Permit, design review approval, and lot line adjustment approval from the Yorba Linda Planning Commission. The proposed project would also need a funding commitment from the County of Orange.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The objective of the proposed project is to construct a new 48-unit development of affordable senior housing community to serve low to very-low income households including homeless and veterans. The units set-aside for homeless households will provide much needed affordable housing for the most vulnerable and at-risk individuals in the community. This would improve the quality of housing and add to the affordable housing stock within the Northern and Central sectors of Orange County.

Existing Conditions and Trends [24 CFR 58.40(a)]:

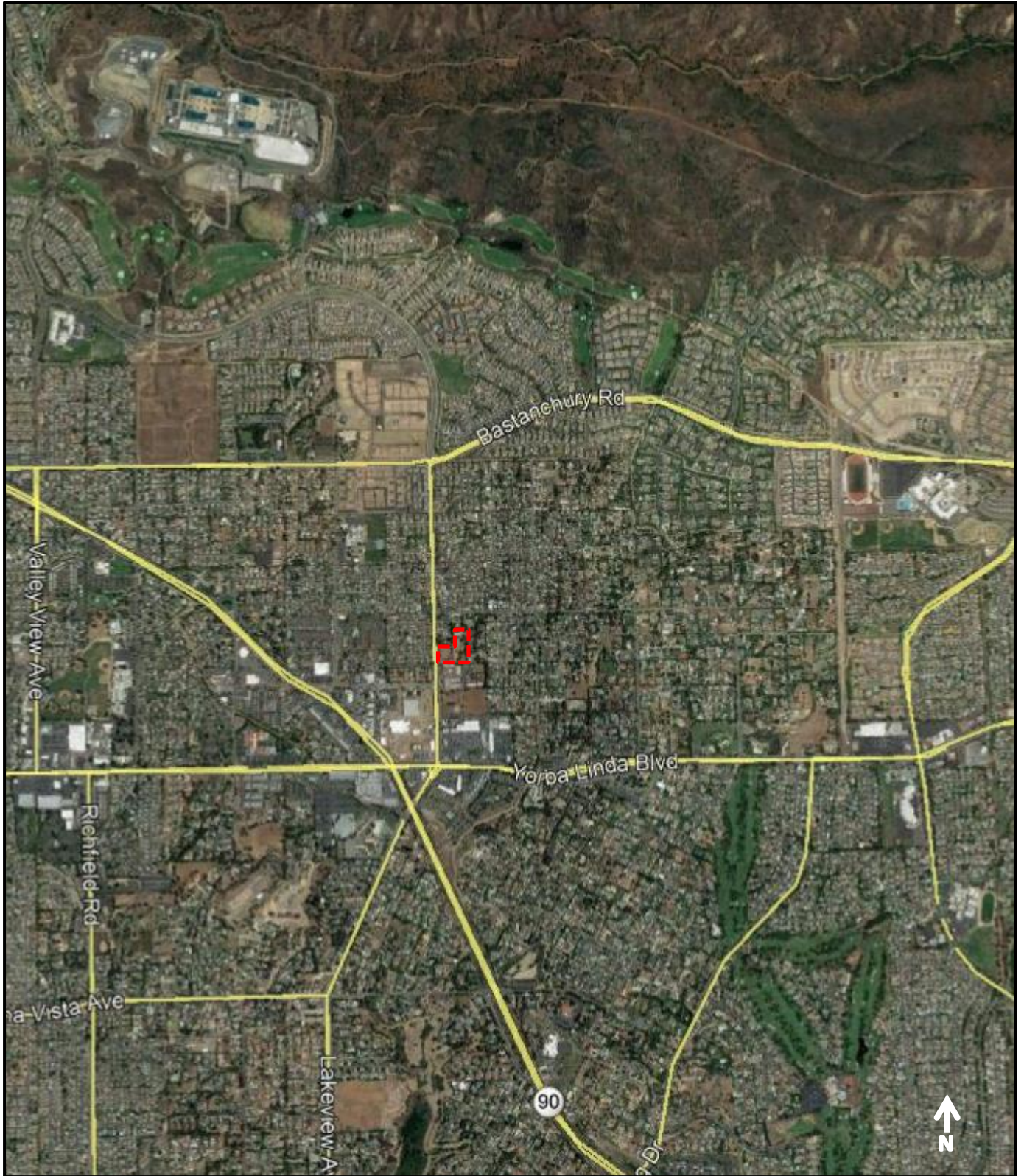
The project site is a vacant lot located in the City within an area comprised primarily of residential and commercial properties. The adjoining properties consist of single-family homes to the north, east, and west; and offices and senior condominiums to the south (refer to Figure 2, Site Map).

Funding Information

Grant Number	HUD Program	Funding Amount
	HOME	\$475,000.00
	8 Project Based Vouchers	

Estimated Total HUD Funded Amount: \$475,000.00 (anticipated HOME funds)

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$20,314,602.00



Source: Google Earth Pro 2019

 **Approximate Project Site Boundary**

Figure 1
Project Vicinity Map



Source: Google Earth Pro 2019

 **Approximate Project Site Boundary**

**Figure 2
Site Map**

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 AND 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The nearest airports to the project site include the City of Fullerton’s Municipal Airport, located approximately 7 miles (36,960 feet) to the west; Ontario International Airport located approximately 12 miles (63,360 feet) to the northeast; and El Monte Airport located approximately 16 miles (84,480 feet) to the northwest. Los Alamitos Army Airfield is the nearest military airport located approximately 15 miles (79,200 feet) to the southwest. Thus, the project site is not located within 2,500 feet of a civilian airport or within 15,000 feet of a military airport. In addition, the project site is not located within an airport land use plan area or within two miles of a public or private use airport and the safety zone as identified in the <i>Airport Environs Land Use Plan for Fullerton Municipal Airport</i> as prepared by the Orange County Airport Land Use Commission (ALUC) (City of Yorba Linda 2016a & ALUC 2004). Therefore, no adverse effect would result from the proposed project.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located approximately 21 miles inland from the Pacific Ocean and is not located within a Coastal Barrier Resource Area (USFWS 2019a). Therefore, no adverse effect would result from the proposed project.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	According to the Flood Insurance Rate Map (FIRM) from the Federal Emergency Management Agency (FEMA), the project site is located within Zone “X” (Areas determined to be outside the 0.2 percent annual chance floodplain [i.e., 500-year flood zone]) as defined on FEMA Map 06059C0068J (effective date: 12/03/2009). Flood Hazard Zone “X” is an area with the least likely potential for flooding (FEMA 2019). Therefore, no adverse effect would result from the proposed project.
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin which includes all of Orange County (which includes the project site) and the urbanized portions of Los Angeles, Riverside, and San Bernardino counties. An Environmental Impact Report (EIR), which included an air quality and greenhouse gas (GHG) emissions analysis, was prepared for the TCSP area, including the project site (City of Yorba Linda 2010). According to the TCSP EIR, construction emissions would exceed the localized significance thresholds for nitrogen dioxides (NO ₂), respirable particular matter (PM ₁₀), and fine particulate matter (PM _{2.5}). Construction emissions are short term and of temporary duration, lasting only as long as activities occur. Construction activities that typically result in short-term emissions may include, but not limited to, demolition activities, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. To reduce the localized impacts of NO ₂ ,

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>PM₁₀ and PM_{2.5} during project construction, the following mitigation measures from the TCSP EIR would be applied to the proposed project:</p> <p>5.4-1: Prior to implementing project approval, applicants for implementing projects shall develop a Construction Traffic Emission Management Plan to minimize emissions from vehicles. At a minimum, the Plan shall require the following:</p> <ul style="list-style-type: none"> • Configure construction parking to minimize traffic interference • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow • Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Improve traffic flow by signal synchronization. <p>5.4-2: Prior to grading permit issuance, applicants for implementing projects shall develop a Construction Emission Management Plan to minimize construction-related emissions. At a minimum, the Plan shall require the following:</p> <ul style="list-style-type: none"> • Suspend the use of all construction equipment during first-stage smog alerts. • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph). • Post-January 1, 2015: All off-road diesel-powered construction equipment greater

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>than 50 horsepower (hp) shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the best available control technology (BACT) devices certified by reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board (CARB) regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p> <ul style="list-style-type: none"> • Use electric welders to avoid emissions from gas or diesel welders, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible. • Use electricity or alternate fuels for on-site mobile equipment instead of diesel equipment, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible. • Use on-site electricity or alternative fuels rather than diesel-powered or gasoline-powered generators, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<ul style="list-style-type: none"> • Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations. • Minimize idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum. • Minimize the hours of operation of heavy duty equipment and/or the amount of equipment in use at any one time. • Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, and active construction areas. • Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more) or replace ground cover as quickly as possible. • Install wheel washers or shaker plates to minimize dirt track out and dust generation where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. • Traffic speeds on all unpaved roads to be reduced to 15 mph or less. • All trucks hauling dirt, sand, soil, or other loose materials are to be covered. • Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water). <p>5.4-3: Appoint a construction relations officer to act as a community liaison concerning on-site construction activity</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>including resolution of issues related to PM₁₀ generation.</p> <p>Compliance with SCAQMD’s rules, regulations, General Plan policies, and mitigation measures mentioned above for the control of construction-generated emissions would help reduce the construction-related impacts. However, according to the TCSP EIR, given the sensitive receptors located adjacent to project site, construction-generated impacts would remain potentially significant and unavoidable. It should be noted that the proposed project is a small portion (2.56 acres) of the entire TCSP project, which is approximately 31 acres in size with five proposed districts: Historic Town Center District, Town Center Commercial District, Civic/Cultural Arts and Public Facilities District, Cottage District, and Multi-Family District. The proposed project is a small element of the Multi-Family District which is divided into two areas adjacent to Lakeview Avenue totaling approximately 7.3 acres. As such, the proposed project (individually) is not anticipated to result in significant construction emission impacts. Nevertheless, the following mitigation measure would also be required to ensure that the proposed project would have a less than significant impact related to short-term construction emissions:</p> <p>AQ-1: A project-specific air quality technical analysis shall be conducted to address short-term construction emissions-related impacts and provide mitigation measures, if necessary, to ensure the project would result in less than significant impact.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>After construction, day-to-day activities associated with operation of the proposed project would generate emissions from a variety of sources. Operational emissions may be both direct and indirect emissions and would be generated by area and mobile sources associated with the proposed project. Area sources include sources such as consumer products, natural gas combustion for water and space heating, landscaping maintenance equipment, and periodic architectural coatings. Mobile-source emissions would include vehicle trips by residents. According to the TCSP EIR, operational on-site emissions would be much lower than the screening thresholds. Therefore, operational impacts would be less than significant. Additionally, it was determined that the proposed project would not result in the creation of objectionable odors.</p> <p>Regarding GHG emissions, according to the TCSP EIR, the California Attorney General’s Office (AGO) has released a guidance document that provides measures that can be included as project design features, required changes to the project, or mitigation measures at the project level and general plan level. Although the TCSP generally complies with the majority of the AGO’s strategies, it does not comply with all applicable strategies. Therefore, implementation of the following mitigation measures from the TCSP EIR would ensure that the proposed project would not conflict with applicable plans, polices or regulations adopted for the purpose of reducing the emissions of GHG and the impact would be less than significant.</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>5.5-1: The proposed Specific Plan shall include design standards that increase building energy and water efficiency. Design standards may include, but are not limited to:</p> <ul style="list-style-type: none"> • Require residential and commercial developments incorporate low-flow and/or automatic shut-off water fixtures (i.e., faucets, showers, toilets); • Require residential and commercial developments incorporate water-efficient irrigation systems and devices for all landscaping, such as soil moisture-based irrigation controls; • Require residential and commercial developments incorporate Energy Star® rated or equivalent appliances; • Require that energy efficient lighting be used for all commercial developments and for outdoor lighting; • Require that buildings be pre-wired for solar photovoltaic panels; and • Provide incentives for energy efficiency beyond Title 24 requirements, such as expedited permitting assistance, for projects certified by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standard or equivalent. <p>5.5-2: The proposed Specific Plan shall include alternative fuel/electric charging facilities within the Specific Plan area.</p> <p>5.5-3: The proposed Specific Plan shall include building design standards that would facilitate renewable energy generation. Design standards may include, but are not limited to:</p> <ul style="list-style-type: none"> • Roof loading requirements that would support the installation of solar

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>photovoltaic panels over carports, buildings, or other appropriate structures; and</p> <ul style="list-style-type: none"> Require that buildings be pre-wired for solar photovoltaic panels. <p>Thus, the proposed project is not anticipated to result in new or substantially greater air quality or global climate change impacts than what was previously analyzed in the TCSP EIR. With implementation of applicable air quality and GHG policies and mitigation measures, no new adverse effect would result from the proposed project.</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The closest coastal zone (Huntington Beach) is located approximately 19 miles southwest from the project site. Thus, the project site is not located within a Coastal Zone, and therefore, does not involve the placement, erection or removal of materials within a Coastal Zone. Therefore, no adverse effect would result from the proposed project.</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Phase I Environmental Site Assessment (ESA) (Integrated Property Analysis, Inc. [IPA] 2019) prepared for the proposed project concluded there is no evidence of Recognized Environmental Conditions (RECs) in connection with the project site. Additional environmental investigation at the project site is not considered to be warranted. Therefore, no adverse effect would result from the proposed project.</p>
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is located within an existing urbanized area that has been previously disturbed by development and human activity. It is currently undeveloped with sparse vegetation and chain-link fencing surrounding the project site. Based on the U.S. Fish and Wildlife Service (USFWS)'s online Critical Habitat for Threatened &</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		Endangered Species mapper, the proposed project would have No Effect on listed species (USFWS 2019b). Therefore, no adverse effect would result from the proposed project.
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	No underground storage tanks or aboveground storage tanks used for hazardous materials storage were reported for the project site per the Phase I ESA (IPA 2019). Therefore, no adverse effect would result from the proposed project.
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	According to the California Department of Conservation (CDC)'s Farmland Finder, the project site is designated as Urban and Built-Up Land (CDC 2016). The project does not involve conversion of any farmland, nor is it currently zoned for agriculture. Therefore, no adverse effect would result from the proposed project.
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	According to FEMA's FIRM, the project site is located within Zone "X" (Areas determined to be outside the 0.2 percent annual chance floodplain [i.e., 500-year flood zone]) as defined on FEMA Map 06059C0068J (effective date: 12/03/2009). Flood Hazard Zone "X" is an area with the least likely potential for flooding (FEMA 2019). In addition, the project site is also not found within any of the other locations set forth in Table 1 of 24 CFR Part 55.11. Therefore, no adverse effect would result from the proposed project.
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located within an existing urbanized area that has been previously disturbed by development and human activity. It is currently undeveloped with sparse vegetation and chain-link fencing surrounding the project site. The proposed project consists of the construction of a 48-unit development. There are no known

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>archaeological and historic resources within the project site per the TCSP EIR (City of Yorba Linda 2010).</p> <p>In addition, regarding tribal cultural resources, letters were sent on March 7, 2019 to Native American Tribes known to have a connection with the Yorba Linda area as part of the AB 52 notification process for the proposed project (Gabrieleno Band of Mission Indians - Kizh Nation Gabrieleno / Tongva Nation Juaneno Band of Mission Indians Acjachemen Nation – Belardes). None of these Tribes responded.</p> <p>There are also no known historic resources within the project area per the records search conducted by South Central Coastal Information Center (SCCIC) in March 2019 (SCCIC 2019). Additionally, in early April 2019, Orange County Community Resources (OCCR) initiated consultation with the California Department of Parks and Recreation, Office of Historic Preservation (OHP), to request concurrence with their determination that no historic property would be adversely affected as a result of implementation of the proposed project in accordance with Section 106 of the National Historic Preservation Act and Housing and Urban Development requirements. OHP’s State Historic Preservation Officer (SHPO) concurred with OCCR’s determination in their letter response dated May 15, 2019. Therefore, no adverse effects would result from the proposed project.</p>
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	Construction The proposed project consists of the construction of a 48-unit development. Construction noise typically occurs intermittently and varies depending on the nature or phase (e.g., demolition/land

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>Communities Act of 1978; 24 CFR Part 51 Subpart B</p>		<p>clearing, grading and excavation, erection) of construction. Depending on distances from nearby noise-sensitive land uses and the specific construction activities conducted, construction activities may result in temporary and periodic increases in ambient noise levels at nearby receptors. Section 8.32.090 of the Yorba Linda Municipal Code (YLMC) states that noise sources associated with construction, repair, remodeling, or grading of any real property are exempted from the applications of the YLMC, provided said activities do not take place between the hours of 8:00 PM and 7:00 AM on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Groundborne vibration generated by construction activities would also occur for a short-term and intermittently. With restriction of construction activities to the hours of 7:00 AM and 8:00 PM and limitations set by standard conditions on construction permits imposed by the City, no adverse effects would result from the construction of the proposed project. In addition, the following mitigation measure from the TCSP EIR would be applied to the proposed project to further reduce short-term construction noise impacts to a less than significant level:</p> <p>5.6-1: For all demolition and construction activities in the specific plan area, additional noise attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise:</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and in good working condition. • Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. • Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption to sensitive uses. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Yorba Linda or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Yorba Linda prior to issuance of a grading permit.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>Operational Noise</p> <p>The noise environment surrounding the proposed project is typical for a residential area. From an operational perspective, noise from the proposed project would be characteristic of the existing environment; however, the proposed project could introduce various electrical and mechanical noise sources, such as ventilation and air conditioning units. While noise levels may be annoying within a quiet environment, it is likely that existing daytime ambient levels within the project and surrounding areas would substantially mask these on-site sources. In addition, implementation of the following mitigation measure from the TCSP EIR would reduce the operational impact to a less than significant impact.</p> <p>5.6-2: Individual projects developed as part of the Specific Plan shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building design.</p> <p>Additionally, the proposed project would be required to be designed to meet City’s noise standards. Therefore, with implementation of mitigation measures 5.6-1 and 5.6-2 and compliance with 8.32.090 of the YLMC, no adverse effect would result from the proposed project.</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within a U.S. Environmental Protection Agency (EPA)-designated sole source aquifer watershed area per EPA Map of Sole Source Aquifer Locations website (EPA 2019a). Therefore, no adverse effect would result from the proposed project.
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is located within a mixed residential and commercial area lacking any water features or resources, and thus, does not involve new construction within or adjacent to wetlands, marshes, wet meadows, mud flats or natural ponds per maps issued by the U.S. Fish & Wildlife Services (USFWS 2019c). Therefore, no adverse effect would result from the proposed project.
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within one mile of a listed Wild and Scenic River (EPA 2019b). Therefore, no adverse effect would result from the proposed project.
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Based on the analysis of this Environmental Assessment, the proposed project would not expose persons to adverse environmental conditions. Therefore, the proposed project would not expose low income or minority populations to adverse environmental conditions. Furthermore, since the proposed project would provide affordable housing to low to very low-income households that are seniors and veterans, it would provide a benefit to populations with low to very low-income. Therefore, the proposed project would have a beneficial effect related to environmental justice.

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans/ Compatible Land Use and Zoning/ Scale and Urban Design	2	<p>The proposed project would provide affordable housing to low to very low-income senior households that include homeless and veterans. The project site is a vacant lot located in the City within an area comprised primarily of residential and commercial properties. The adjoining properties consist of single-family homes to the north, east, and west; and offices and senior condominiums to the south. The 48-unit development would be consistent with the surrounding land uses.</p> <p>The project site is currently zoned as TCSP and is designated as R - High by the City of Yorba Linda General Plan. The core area of the TCSP (excluding the project site) is zoned as Commercial General with the Town Center Combining Zone. However, the project site is zoned Residential Suburban, which allows residential development on minimum lot sizes of 10,000 square feet, with a maximum density of three units per acre (City of Yorba Linda 2011). The High Density Residential designation permits a variety of dwelling types ranging from single-family detached homes to attached products and apartments. The High Density Residential designation permits a density range of 4.0 to 30.0 dwelling units per acre (du/ac). The project site has been designated in the City’s Housing Element as an affordable housing site with a maximum density of 20 du/ac. The proposed project</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>would be compatible with existing land uses and complies with both the zoning ordinance and General Plan of the City.</p> <p>The proposed project would require a Conditional Use Permit, design review approval, and lot line adjustment approval from the Yorba Linda Planning Commission. The proposed project would comply with all of the standards set forth in the City of Yorba Linda General Plan (i.e., Housing Element), applicable zoning ordinance (i.e., Chapter 18.10), development standard regulations from the TCSP, and design standards. Therefore, no adverse effect would result from the proposed project.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The project site consists of a disturbed, flat, dirt lot with sparse vegetation and no structures. In the City, storm drains flow directly to local creeks and rivers (i.e., Santa Ana River) and then into the Pacific Ocean. Drainage in the vicinity of the project site generally flows in southwest direction. The Department of Public Works maintains the City’s storm drain system by managing the day-to-day maintenance work and designing and constructing new storm drain facilities as well as major capital improvements to existing facilities. Most of the City is built out and redevelopment of these built out areas, including the project site, would not substantially increase impervious surfaces or require new stormwater drainage facilities.</p> <p>The proposed project consists of the construction of a 48-unit development. It would include a storm drain system and landscaping. Construction activities would require grading along with removal and re-compaction of the upper several feet of on-site soil. Soil would be exposed and there would be an increased potential for soil erosion compared to the existing conditions during construction. Additionally, during a storm event, soil erosion could occur at an accelerated rate. Also, once developed, the amount of impervious area would increase, which would increase the rate and amount of runoff from the project site.</p> <p>As discussed previously, the 48-unit development is within the TCSP area. The TCSP EIR and General Plan Update EIR (City of Yorba Linda 2016b), which also includes the project site, found that there are no significant geology and soils impacts and it is anticipated that the existing storm water drainage system in the City is</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>adequate for the majority of potential development that could take place under the General Plan Update. However, if the proposed project generates an increased amount of runoff that the current system cannot accommodate, the drainage system would be upgraded with the development impact fees paid by the proposed project developer to the City. Given that the project site was included in the TCSP EIR and General Plan Update EIR, the proposed project is not anticipated to result in new or substantially greater geology and soils and storm water impacts than what was previously analyzed. The proposed project would also comply with state and local regulations and YLMC applicable to geology and soils and storm water. Thus, as stated above, the proposed project is not anticipated to result in new or substantially greater geology and soils and storm water impacts than what was previously analyzed in the TCSP EIR and General Plan Update EIR. No new adverse effect would result from the proposed project.</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>The Phase I ESA (IPA 2019) prepared for the proposed project revealed no evidence of a REC connected with the project site. Also, the project site is not within 1 mile of a National Priorities List site (USEPA 2019c) or within 0.5 mile of a Superfund Enterprise Management System site (USEPA 2019d). In addition, as discussed previously, the proposed project is not anticipated to result in adverse noise impacts with the implementation of mitigation measures 5.6-1 and 5.6-2 and compliance with 8.32.090 of the YLMC. Therefore, no adverse effect would result from the proposed project.</p>
Energy Consumption	2	<p>Electrical service would be provided to the proposed project by Southern California Edison (SCE) and natural gas service would be provided by Southern California Gas Company (SCGC). According to the General Plan Update EIR, a majority of the City is built out and has existing electricity infrastructure and gas mains throughout the City, which would serve future development projects (i.e., the proposed project). The anticipated service demands created by the proposed project would be with the service parameters of current service infrastructure. In addition, the proposed project would be designed and oriented in a manner which will meet LEED Environmental Design Standards. As such, the proposed project would not result in a significant impact related to the provision of natural</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		gas or electricity. If the proposed project requires alteration or expansion of existing utility and service systems, the proposed project would comply with SCE and SCGC requirements/standards. Therefore, no adverse effect would result from the proposed project.
SOCIOECONOMIC		
Employment and Income Patterns	1	The proposed project provides affordable housing to low to very low-income households that are homeless, veterans, and elderly households. It is designed to provide immediate and basic human needs for those who find themselves without such resources. The proposed project would not serve as a substantial source of employment, nor would it affect change to income patterns in the area. This project's completion will facilitate the development of a vacant lot into an affordable apartment community. This would assist the County of Orange in its production effort for new affordable housing. Therefore, minor beneficial effects would result from the proposed project.
Demographic Character Changes, Displacement	2	The project site consists of a vacant lot. The proposed project could alter the existing demographic and characteristics of the current neighborhood since low to very low-income households that are homeless, veterans, and elderly households would relocate towards it in order to utilize the services that would be provided. The proposed project would not displace any persons, and it is unlikely that the proposed use would result in any negative demographic character changes. Therefore, no adverse effect would result from the proposed project.
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The closest private school (Heritage Oak Private School) is approximately 1.72 miles to the northwest of the project site and closest elementary school (Mabel M Paine Elementary School) is approximately 0.36 miles to the northwest of the project site. The use of the 48-unit development is not expected to have an impact or result in displacement of existing schools or cultural facilities. Therefore, no adverse effect would result from the proposed project.
Commercial Facilities	2	The proposed project is located in a mixed residential and commercial area that contains retail services that provide essential items such as food, medicine, and other convenience shopping. It is not expected that the proposed project would have an impact on commercial

Environmental Assessment Factor	Impact Code	Impact Evaluation
		facilities. Therefore, no adverse effect would result from the proposed project.
Health Care and Social Services	1	<p>County-provided social services, health care and veteran services would be available to the future residents of the project site. The Orange County Social Services Agency provides wide range of services such as In-Home Supportive Services, General Relief, Cash Assistance Program for Immigrants, CalFresh Program, Medi-Cal, and Medical Safety Net. County-provided health care and veterans services are the Healthcare Center of Orange County, Orange County Health Care Agency, and the Orange County Veterans Service Office.</p> <p>The City and the Yorba Linda Senior Citizens Club coordinate a number of senior activities at various community facilities throughout the community, including the Senior Citizens Center. Programs offered include recreational and social activities, a senior lunch, food distribution, preventative healthcare, and transportation services.</p> <p>The City, in partnership with Second Harvest Food Bank of Orange County, offers a twice a month “pop-up market” where senior attendees may select from various grocery items, including fresh produce, dairy, meats, eggs, and canned goods (City of Yorba Linda 2019b). In addition, the</p> <p>City, in partnership with SeniorServ, offers a daily older adult lunch program (City of Yorba Linda 2019c).</p> <p>The proposed project would not affect health care and social services. The proposed project would result in a beneficial effect since it would be providing affordable housing to low to very low-income households, including individual experiencing homelessness. Therefore, no adverse effect would result from the proposed project.</p>
Solid Waste Disposal / Recycling	2	<p>Majority of the solid waste generated in the City is disposed of at the Olinda Alpha Landfill in the City of Brea, located northwest of the project site. Two other landfills in Orange County are the Frank R. Bowerman Landfill near the City of Irvine and the Prima Deshecha Landfill in San Juan Capistrano. These three landfills are owned and operated by Orange County Waste and Recycling. The Olinda Alpha Landfill has a permitted maximum throughput of 8,000 tons per day (TPD) (California Department of Resources Recycling and Recovery [CalRecycle] 2019a), the Frank R. Bowerman Landfill has a permitted maximum throughput of 11,500</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>tons per day (CalRecycle 2019b), and the Prima Deshecha Landfill has a permitted maximum throughput of 4,000 tons per day (CalRecycle 2019c). The Olinda Alpha Landfill currently accepts approximately 5,000 TPD, and has a remaining capacity of approximately 34.2 million cubic yards, as of end of 2014 (CalRecycle 2019a).</p> <p>The CalRecycle publishes solid waste generation rates based on land use types. Since the project site is currently vacant, development of the proposed project would result in an increase in solid waste generation beyond existing conditions. The development of the proposed project is expected to generate the typical range of recyclable and non-recyclable waste that other similar uses create such as greenwaste (i.e., lawn and tree trimmings), cardboard, paper, glass, plastic, aluminum cans, food, and household hazardous waste (i.e., paint, motor oil, antifreeze, and batteries). According to the CalRecycle, single-family residential uses can generate solid waste at a rate of approximately 11.4 pounds per unit per day (CalRecycle 2019d). Based on these generation rates, the proposed project's residential units could generate solid waste at a rate of approximately 547.20 pounds per day (or 0.274 tons per day). This increase could be accommodated by all three landfills.</p> <p>As required by CalRecycle, Orange County has an approved Countywide Integrated Waste Management Plan (CIWMP) that demonstrates sufficient solid waste disposal capacity of a minimum of 15 years based on Orange County population projections. Furthermore, the proposed project would be required to submit plans for the proposed project to the City to ensure that the plans comply with Assembly Bill (AB) 939, as well as the CIWMP as administered by the City. In addition, as part of AB939 compliance, state law (SB1374) requires all cities to implement ordinances or other measures that specifically require the diversion of 75 percent of all construction and demolition waste from landfills. As such, the proposed project would comply with YLMC Chapter 8.20.500 (Waste Management Plans for Construction and Demolition Projects), which establishes diversion requirements for construction and demolition activities and requires applicant to submit a Waste Reduction and Recycling Plan for approval. Therefore, no adverse effect would result from the proposed project.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
Wastewater / Sanitary Sewers	2	<p>Wastewater (sewer) collection and treatment within the City is provided by the Yorba Linda Water District (YLWD) and the Orange County Sanitation District (OCSD). The wastewater collected within the YLWD is delivered to the OCSD trunk sewer line for treatment and disposal. Within the vicinity of the project site, wastewater flows by gravity to OCSD's Reclamation Plant No. 1 located in the City of Fountain Valley. The plant provides advanced primary and secondary treatment and supplies secondary-treated water to the Orange County Water District, which further treats and distributes the water for various uses (City of Yorba Linda 2016b).</p> <p>Buildout of the General Plan Update, which includes the proposed project, would generate approximately 2.96 million gallons per day (mgd). Wastewater generated by the General Plan Update buildout would flow by gravity to OCSD's Reclamation Plant No. 1, and together with Treatment Plant No. 2, located in Huntington Beach, the two facilities are designed to treat 332 mgd average dry weather flow (ADWF) to secondary standards and 591 mgd average wet weather flow to secondary standards. Under dry weather conditions, ADWF is 207 mgd without reclamation, and 153 mgd with reclamation. Therefore, the 2.96 mgd of wastewater that would be generated by implementation of the General Plan (including the proposed project) would be accommodated within the remaining capacity of the combined facilities (City of Yorba Linda 2016b).</p> <p>As mentioned before, the project site is located within the TCSP area and according to the YLWD there is sufficient downstream capacity to support development of the TCSP area (City of Yorba Linda 2011). In addition, the proposed project would be in compliance with the City Municipal Code and YLWD regulations to connect to the City's sewer system, including payment of a sewer maintenance fee to construct new sewer infrastructure and/or incremental expansions to the existing sewerage system to accommodate individual development, which would mitigate the potential impact of a new development on the sewerage system. Therefore, no new adverse effect would result from the proposed project.</p>
Water Supply	2	Majority of the City, including the project site, receives water service from the YLWD. Approximately 70 percent of the supply is purchased from the Lower Santa Ana

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>River Groundwater Basin and the remaining water supply is purchased from the Metropolitan Water District of Southern California through the Municipal Water District of Orange County. Groundwater is pumped from nine active wells located throughout the YLWD and imported water is treated at the Diemer Filtration Plant and delivered to the YLWD system through four imported water connections. (City of Yorba Linda 2016b).</p> <p>Project development would result in both short-term and long-term increases in water demand. Short-term demand for water may occur during excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, masonry, painting, and other activities would be temporary and would cease at project build-out. Overall, construction activities require minimal water as compared to water consumption associated with long-term operations of the proposed project and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, sufficient water supplies are available for short-term construction activities and impacts are considered less than significant.</p> <p>New development on-site would result in an increase in long-term water demand. The residential population growth due to the proposed project and associated increase in water demand would not represent any development beyond that anticipated in the General Plan Update that would involve water supply. Furthermore, YLWD's project 2035 demand has decreased by more than 22 percent in the past several years due to lower population projections and conservation efforts. According to the final draft 2015 Urban Water Master Plan, the YLWD is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2020 and 2040 due to diversified supply and conservation measures. Moreover, the proposed project would comply with all applicable city, state and municipal laws pertaining to ensuring adequate water supply. Therefore, no adverse effect is expected from the proposed project.</p>
Public Safety - Police, Fire and Emergency Medical	2	The City of Yorba Linda's police protection services are provided by the Orange County Sheriff's Department. The Yorba Linda Police Services Facility is located at 20994 Yorba Linda Boulevard in the City of Yorba Linda.

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The Orange County Fire Authority (OCFA) provides fire protection services to the City, including the project site. The nearest fire station to the project site is OCFA Station #10 located at 18422 E Lemon Drive in the City of Yorba Linda, located approximately 0.14 miles to the southwest. In addition to the emergency medical services provided by the OCFA, the City has contracted exclusively with Emergency Ambulance service, Inc. to provide emergency medical response in the City. The nearest hospital with emergency room services is the Placentia-Linda Hospital at 1301 N Rose Drive, approximately 1.9 miles to the southwest. Another nearby hospital with emergency room services is Kaiser Permanente Hospital at 3440 E La Palma Avenue, approximately 3.4 miles to the southwest. Due to the small number of occupants that would be permitted at the project site at any given time as well as the close proximity of police, fire, and medical services, no adverse effect is expected from the proposed project.</p>
Parks, Open Space and Recreation	2	<p>The nearest park is Jessamyn West Park, located approximately 0.64 miles southeast of the project site. Jessamyn West Park includes a playground, lighted basketball court, volleyball court, barbecues and picnic areas, shaded structures, and lawn. Due to the limited number of residents using the 48-unit development, the proposed project is not expected to result in substantial impacts to nearby parks. Additionally, the proposed project includes a BBQ pavilion and open space designed to accommodate some recreational opportunities on the project site for residents. Therefore, no adverse effect would result from the proposed project.</p>
Transportation and Accessibility	2	<p>The proposed project has multi-modal access through bus transit, rail transit, as well as the local and regional street network. The Orange County Transportation Authority operates local public transit routes that extend into and through the City. There are three bus routes that serve areas proximate to the City limit: Routes 30, 38, and 71. The closest bus stop is located east of the intersection of E Yorba Linda Boulevard and Linda Vista Street and is approximately 1.95 miles to the southwest from the project site. In addition, the local Dial-a-Ride service (at 714-528-RIDE) provides transportation services everywhere within the City limits. The Taking Retired Adults into Local Services (TRAILS) provides a low-cost, door-to-door, wheelchair-accessible transportation</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>program for senior citizens ages 60 and older who reside in the City (City of Yorba Linda 2019d). The residents at Altrudy Lane Apartments would have access using this transportation service to move around the City. The Inland Empire-OC Metrolink line runs east to west just south of the City. The nearest Metrolink station stop to the City is located in Anaheim Canyon. The closest train station is 3.13 miles southwest from the project site, located at the Anaheim Canyon Station (City of Yorba Linda 2016b).</p> <p>The project site is conveniently located within a 10-minute walking distance from a wide range of restaurants and shopping (including the new Town Center development), a grocery store, library, local bank, a public park, and public transportation.</p> <p>Vehicle circulation would be improved with access taken from the existing adjacent roadway, Altrudy Lane. With a rectangular shaped parking lot, vehicles would utilize the internal aisle to access their individual parking space. Pedestrian walkways are strategically located throughout the site to increase connectivity between the buildings and to the parking lot. Thus, the project site is walkable and located within short walking distance to a wide array of site/service amenities including, local public library, a park, and retail and shopping, including a supermarket. Therefore, no adverse effect would result from the proposed project.</p>
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>The proposed project involves construction of a 48-unit development on a vacant lot. The adjacent properties are developed with residential and office uses (including buildings, paved yards, and storage areas, etc.). As a result, there currently are no unique natural features or water resources located on or near the project site. Therefore, the proposed project would not impact any unique natural features or water resources. Therefore, no adverse effect would result from the proposed project.</p>
Vegetation, Wildlife	2	<p>The project site is located within an existing urbanized area that has been previously disturbed by development and human activity. It is currently undeveloped with sparse vegetation and chain-link fencing surrounding the project site. Based on the USFWS' online Critical Habitat for Threatened & Endangered Species mapper, the proposed project would have No Effect on listed species</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		(USFWS 2019b). In addition, the project site is not located within the boundaries of Orange County’s Natural Community Conservation Plan/Habitat Conservation Plan (USFWS 2016). Thus, the proposed project would not impact vegetation or wildlife. Therefore, no adverse effect would result from the proposed project.
Other Factors	NA	No other factors apply to this evaluation.

Additional Studies Performed:

No additional studies were performed.

Field Inspection (Date and completed by):

No field inspection was performed.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

Airport Land Use Commission (ALUC). 2004. *Airport Environs Land Use Plan for Fullerton Municipal Airport* as prepared by the Orange County Airport Land Use Commission. November 18, 2004.

California Department of Conservation (CDC). 2016. California Important Farmland Finder - Orange. <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed April 8, 2019.

California Department of Parks and Recreation, Office of Historic Preservation (OHP). 2019. Concurrence letter from OHP’s California State Historic Preservation Officer (SHPO) regarding County of Orange’s findings that no historic properties will be affected by the proposed project. May 15, 2019.

California Department of Resources Recycling and Recovery (CalRecycle). 2019a. Facility/Site Summary Details : Olinda Alpha Sanitary Landfill (30-AB-0035). <https://www2.calrecycle.ca.gov/swfacilities/Directory/30-AB-0035/>. Accessed April 10, 2019.

----. 2019b. Facility/Site Summary Details: Frank R. Bowerman Landfill (30-AB-0360). <https://www2.calrecycle.ca.gov/swfacilities/Directory/30-AB-0360/>. Accessed April 10, 2019.

----. 2019c. Facility/Site Summary Details: Prima Deshecha Materials Recovery Fac. (30-AB-0445). <https://www2.calrecycle.ca.gov/swfacilities/Directory/30-AB-0019/> Accessed April 10, 2019.

----. 2019d. Estimated Solid Waste Generation Rates Website. <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Service>. Accessed April 10, 2019.

- City of Yorba Linda. 2019a. Zoning Map. Certified February 12, 2019.
<https://www.yorbalindaca.gov/DocumentCenter/View/466/City-of-Yorba-Linda-Zoning-Map-PDF>. Accessed March 21, 2019.
- . 2019b. Senior Grocery Program. <https://www.yorbalindaca.gov/390/Senior-Grocery-Program>. Accessed April 5, 2019.
- . 2019c. SeniorServ Lunch Program. <https://www.yorbalindaca.gov/392/SeniorServ-Lunch-Program>. Accessed April 5, 2019.
- . 2019d. Senior Mobility Program/Trails. <https://www.yorbalindaca.gov/391/Senior-Mobility-ProgramTRAILS>. Accessed April 5, 2019.
- . 2016a. 2016 General Plan Land Use Map.
<https://www.yorbalindaca.gov/DocumentCenter/View/465/2016-General-Plan-Land-Use-Map-PDF?bidId=>. Accessed March 21, 2019.
- . 2016b. 2016 General Plan Update Program Environmental Impact Report.
<https://www.yorbalindaca.gov/DocumentCenter/View/510/Yorba-Linda-2016-General-Plan-DEIR-PDF?bidId=>. Accessed March 28, 2019.
- . 2011. Yorba Linda Town Center Specific Plan.
<https://www.yorbalindaca.gov/DocumentCenter/View/1218/Yorba-Linda-Town-Center-Specific-Plan-PDF>. Access April 9, 2019.
- . 2010. Yorba Linda Town Center Specific Plan Draft Environmental Impact Report Volume I. November 2010
- Federal Emergency Management Agency (FEMA). 2019. FEMA Flood Map Service Center. Flood Map Number 06059C0068J, effective on 12/03/2009.
<https://msc.fema.gov/portal/search#searchresultsanchor>. Accessed April 8, 2019.
- Google Earth Pro 2019.
- Integrated Property Analysis, Inc. (IPA). 2019. *Phase I Environmental Site Assessment for Vacant Parcels Northeast Corner of Altrudy Lane and Lakeview Avenue, Yorba Linda, CA 92886*. January 4, 2019.
- South Central Coastal Information Center (SCCIC). 2019. Record Search Results for the Altrudy Lane Apartments Affordable Housing Project (SCCIC File #: 19970.5943). March 7, 2019.
- U.S. Environmental Protection Agency (EPA). 2019a. Map of Sole Source Aquifer Locations.
<https://www.epa.gov/dwssa/map-sole-source-aquifer-locations>. Accessed June 29, 2018.
- . 2019b. NEPAassist Mapping Tool. <https://www.epa.gov/nepa/nepassist>. Accessed March 21, 2019.

- . 2019c. National Priorities List (NPL) Sites – by State.
<https://www.epa.gov/superfund/national-priorities-list-npl-sites-state#CA>. Accessed April 5, 2019.
- . 2019d. Superfund Enterprise Management System (SEMS) Search.
<https://www.epa.gov/enviro/sems-search>. Accessed April 5, 2019.
- U.S. Fish and Wildlife Service (USFWS). 2019a. Coastal Barrier Resources System Mapper.
<https://www.fws.gov/cbra/Maps/Mapper.html>. Accessed April 8, 2019.
- . 2019b. Critical Habitat for Threatened & Endangered Species Mapper.
<https://www.fws.gov/gis/data/national/>. Accessed April 8, 2019.
- . 2019c. National Wetlands Inventory. Wetlands Mapper.
<https://www.fws.gov/wetlands/Data/Mapper.html>. Accessed April 8, 2019.
- . 2016. EIR/EIS (Volume I) for OCTA M2 Natural Community Conservation Plan/Habitat Conservation Plan.
https://www.fws.gov/carlsbad/HCPs/documents/OCTA_M2_NCCP_HCP_EIREIS_Final.pdf. Accessed April 18, 2019.

List of Permits Obtained:

None.

Public Outreach [24 CFR 50.23 & 58.43]:

A Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds will be published on May 31, 2019 through June 17, 2019 in the OC Register. The project is scheduled to be presented to the County of Orange Board of Supervisors for loan approval on June 26, 2019.

Cumulative Impact Analysis [24 CFR 58.32]:

A project’s cumulative impact could occur if its incremental effect causes an adverse effect when combined with effects of other projects. As discussed above, the 48-unit development is within the TCSP area (City of Yorba Linda 2010 & 2016b). Thus, the proposed project is not anticipated to result in new or substantially greater environmental impacts (including cumulative impacts) than what was previously analyzed in the TCSP EIR. With implementation of the applicable General Plan policies and mitigation measures from the TCSP EIR, no new adverse effect would result from the proposed project. Furthermore, as discussed above, for other environmental parameters not covered under TCSP EIR and discussed above in this EA (e.g., environmental justice, commercial facilities, and County Health Care and Social Services), no adverse effect would result from the proposed project and subsequently no cumulative adverse effect would occur.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]:

No Action Alternative [24 CFR 58.40(e)]:

If the proposed project were not implemented, the project site would continue to be a vacant lot. Because there would be no construction and no operational changes under the No Action

Alternative, it would have no adverse environmental effect. Under this alternative, none of the benefits associated with the proposed project (e.g., providing permanent housing for low to very low-income individuals) would occur.

Summary of Findings and Conclusions:

As discussed above, the 48-unit development is within the TCSP area (City of Yorba Linda 2010 & 2016b). Thus, the proposed project is not anticipated to result in new or substantially greater environmental impacts than what was previously analyzed in the TCSP EIR. With implementation of the applicable General Plan policies and mitigation measures from the TCSP EIR, no new adverse effect would result from the proposed project. Furthermore, for other environmental parameters not covered under TCSP EIR and discussed above in this EA (e.g., environmental justice, commercial facilities, and County Health Care and Social Services), no adverse effect would result from the proposed project.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Town Center Specific Plan EIR	<p>5.4-1: Prior to implementing project approval, applicants for implementing projects shall develop a Construction Traffic Emission Management Plan to minimize emissions from vehicles. At a minimum, the Plan shall require the following:</p> <ul style="list-style-type: none"> • Configure construction parking to minimize traffic interference • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow • Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Improve traffic flow by signal synchronization.

<p>Town Center Specific Plan EIR</p>	<p>5.4-2: Prior to grading permit issuance, applicants for implementing projects shall develop a Construction Emission Management Plan to minimize construction-related emissions. At a minimum, the Plan shall require the following:</p> <ul style="list-style-type: none"> • Suspend the use of all construction equipment during first-stage smog alerts. • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph). • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the best available control technology (BACT) devices certified by reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board (CARB) regulations. A copy of each unit’s certified tier specification, BACT determination, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • Use electric welders to avoid emissions from gas or diesel welders, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible. • Use electricity or alternate fuels for on-site mobile equipment instead of diesel equipment, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible. • Use on-site electricity or alternative fuels rather than diesel-powered or gasoline-powered generators, to the extent feasible. Equipment that is commercially available shall be considered to be feasible. Equipment that is in the development, testing, or demonstration stage shall be considered not feasible. • Maintain construction equipment by conducting regular tune-ups according to the manufacturers' recommendations.
--------------------------------------	---

Law, Authority, or Factor	Mitigation Measure
	<ul style="list-style-type: none"> • Minimize idling time either by shutting equipment when not in use or reducing the time of idling to 5 minutes as a maximum. • Minimize the hours of operation of heavy duty equipment and/or the amount of equipment in use at any one time. • Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, and active construction areas. • Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more) or replace ground cover as quickly as possible. • Install wheel washers or shaker plates to minimize dirt track out and dust generation where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. • Traffic speeds on all unpaved roads to be reduced to 15 mph or less. • All trucks hauling dirt, sand, soil, or other loose materials are to be covered. • Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).

Law, Authority, or Factor	Mitigation Measure
Town Center Specific Plan EIR	5.4-3: Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM ₁₀ generation.
Short-Term Construction Emissions	AQ-1: A project-specific air quality technical analysis shall be conducted to address short-term construction emissions-related impacts and provide mitigation measures, if necessary, to ensure the project would result in less than significant impact.
Town Center Specific Plan EIR	<p>5.5-1: The proposed Specific Plan shall include design standards that increase building energy and water efficiency. Design standards may include, but are not limited to:</p> <ul style="list-style-type: none"> • Require residential and commercial developments incorporate low-flow and/or automatic shut-off water fixtures (i.e., faucets, showers, toilets); • Require residential and commercial developments incorporate water-efficient irrigation systems and devices for all landscaping, such as soil moisture-based irrigation controls; • Require residential and commercial developments incorporate Energy Star® rated or equivalent appliances; • Require that energy efficient lighting be used for all commercial developments and for outdoor lighting; • Require that buildings be pre-wired for solar photovoltaic panels; and • Provide incentives for energy efficiency beyond Title 24 requirements, such as expedited permitting assistance, for projects certified by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standard or equivalent.
Town Center Specific Plan EIR	5.5-2: The proposed Specific Plan shall include alternative fuel/electric charging facilities within the Specific Plan area.

Law, Authority, or Factor	Mitigation Measure
Town Center Specific Plan EIR	<p>5.5-3: The proposed Specific Plan shall include building design standards that would facilitate renewable energy generation. Design standards may include, but are not limited to:</p> <ul style="list-style-type: none"> • Roof loading requirements that would support the installation of solar photovoltaic panels over carports, buildings, or other appropriate structures; and • Require that buildings be pre-wired for solar photovoltaic panels.

Law, Authority, or Factor	Mitigation Measure
Town Center Specific Plan EIR	<p>5.6-1: For all demolition and construction activities in the specific plan area, additional noise attenuation techniques shall be employed as needed to ensure that noise remains as low as possible during construction. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and in good working condition. • Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. • Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption to sensitive uses. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Yorba Linda or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City of Yorba Linda prior to issuance of a grading permit.

