

We believe that the final EIR should incorporate the following comments in order for the Project to best protect water quality standards (water quality objectives and beneficial uses) contained in the Water Quality Control Plan for the Santa Ana River Basin, 1995, as amended (Basin Plan):

1. General Comments

The DEIR reflects a well-organized General Plan that provides details of how current environmental statute, regulation, and policy implementations are applied to protecting water quality standards. The DEIR discusses such local water-related subjects: Clean Water Act Section 401 Water Quality Standard Certifications (Certifications) for discharges of dredge and fill to waters of the U.S.; Waste Discharge Requirements (WDRs) for dredge/fill discharges to non-jurisdictional waters of the state; NPDES permitting (dewatering, stormwater runoff, etc.) from the Regional Board; non-point source discharges; common pollutants and Best Management Practices (BMPs) to arrest or minimize them; the Orange County Drainage Area Management Plan (DAMP); wastewater pretreatment and treatment, with distribution of recycled water; local groundwater; and stormdrain capacity to convey cumulative flows--partly from new impervious surfaces--to storage behind the Brea and Fullerton Dams. We recommend these additions:

- There appears to be no specific mention of Low Impact Development (LID), a design component of stormwater capture in construction projects that is required by Provision XII.C. of Order No. RB8-2009-0030¹, NPDES No. CAS618030 (amended by RB8-2010-0062), commonly known as the Orange County Municipal Storm Water Runoff permit (MS4 Permit) mentioned in the DEIR. Please note that this permit places an increased emphasis on implementing LID techniques in new projects, unless these techniques can be proven to be infeasible. 01

- While decreased density with increased pervious or vegetated area is considered optimum for the infiltration of wet- and dry-weather flows to groundwater basins, we emphasize that LID design also refers to space-saving BMPs. Such implementation can include storm water conveyance from rooftop downspouts to native plant gardens; to buried cisterns; to unobtrusive rain barrels; to porous pavements, and to landscaped margins or medians. We recommend that DEIR Section 5-8, Hydrology, reflect greater developmental integration of such "green technology" aspects of LID, including onsite, small-scale systems, toward minimizing discharges of urban runoff that is known to have a significant pollutant load. 02

- The DEIR acknowledges remediation of industrial "brownfields and grayfields," but should also mention that agencies have continued their long-term oversight of soil and groundwater cleanups. A prominent example of ongoing remediation is occurring for the group of identified releases from former corporations located adjacent to Gilbert Street and Malvern Avenue. 03

- Mitigation Measures HYD-1 and HYD-2 (DEIR p.5.8-23-4) consider that obtaining a permit for a discharge or other impact to waters of the state constitutes a mitigation 04

¹ Order No. RB8-2009-0030: "Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana River Region, Areawide Urban Storm Water Runoff, Orange County."

measure. This is not the case, although we do understand that the City is recognizing that permit applications constitute a uniform procedure under the General Plan. HYD-1 and 2 should reflect that permit applications for WDRs and Certifications must include compensatory mitigation measures. Stormwater permits require a Storm Water Pollution Prevention Plan (SWPPP) and/or a Water Quality Management Plan (WQMP) describing BMPs to be implemented by each project.

04

2. Protection of Water Quality Standards

The DEIR presents three Alternatives to the Project: the “No Project/Existing General Plan,” “The Fullerton Plan with Reduced Focus Areas,” and “The Fullerton Plan with Reduced Growth Alternative.” From our review we support the Reduced Growth Alternative, which projects lower densities and growth intensities for generally all Focus Areas as compared with the Project, because it would be most protective of water quality standards.

05

The DEIR does not appear to list nor specifically connect the Project’s stated policies to the beneficial uses of Fullerton’s water bodies and associated surface water and groundwater objectives. For example, Laguna Lake, located in northern Fullerton east of Euclid Avenue, supports these beneficial uses: Water Contact Recreation (REC1), Non-Contact Water Recreation (REC2), Wildlife Habitat (WILD), Warm Freshwater Habitat (WARM), and Agricultural Supply (AGR). Laguna Lake can serve a greater riparian wildlife corridor function if linkages are improved from the West Coyote Hills east across Euclid Avenue. Further wildlife linkages to the remaining, protected habitat of the East Coyote Hills should be explored, through and across the North Harbor Corridor. The one surface water objective for Laguna Lake is 720 milligrams/liter (mg/l) for total dissolved solids (TDS), a low-saline objective that could be built upon for designing habitat to shelter transiting wildlife.

06

Coyote Creek, the receiving water for Fullerton’s surface flows, skirts the most western portion of Fullerton beside Beach Boulevard. Coyote Creek is assigned the following beneficial uses in the Basin Plan: Municipal Supply (MUN), Water Contact Recreation (REC1), Non-Contact Water Recreation (REC2), Warm Freshwater Habitat (WARM), and Wildlife Habitat (WILD). Under the tributary rule of the Basin Plan, Coyote Creek tributaries--Brea Creek, Bastanchury Channel, Carbon Creek, and Fullerton Creek (from Loftus Channel entering Craig Park)--have the same beneficial uses. Regional Board staff is considering adding those waters to the Basin Plan². The Santa Ana Region Basin Plan narrative water quality objectives are applied to the Coyote Creek subwatershed of the San Gabriel River (residual chlorine at 0.1 mg/l, as well as turbidity, suspended solids, total/fecal coliform, etc.)

07

The final EIR should include a map reflecting that the Coyote Creek tributaries flow through portions of Fullerton as armored channels, with a few sections of earthen creek bottoms and riprap-covered earthen banks. Brea Creek, which is antecedent to the Coyote Hills, flows south from the Chino Hills through the Fullerton Municipal Golf Course, supporting excellent riparian habitat, to Brea Dam. Brea Creek outflows emerge at Hillcrest Park in a box

08

² The Groundwater Recharge (GWR) beneficial use may also be an appropriate designation for Carbon Creek in the southeast corner of Fullerton, given adjacent recharge facilities. Further, if local streams are found to be impaired pursuant to Clean Water Act Section 303(d), Total Maximum Daily Loads (TMDLs) may be adopted by the Regional Board. The final EIR and Project should account for responsibilities the City may have regarding compliance with the metals TMDL developed by the Los Angeles Regional Water Quality Control Board for the San Gabriel River, to which all Fullerton streams are tributary.

channel that eventually continues west, parallel to Malvern Avenue. Likewise, northwest of CSUF, Fullerton Creek flows southwest and has had partial streambed restoration. The final EIR should specify potential measures, such as restoration of the remaining soft-bottom sections of these drainages and de-armoring hardened sections, in order to protect and enhance their beneficial uses (from above, MUN, REC1, REC2, WARM, WILD). Also, the Project should reflect incorporation of the Coyote Creek Watershed Management Plan (2007, County of Orange Resources and Development Department) with its restorational aspects.

08

The final EIR should state that according to the Basin Plan, the majority of the City overlies the Orange County Groundwater Management Zone (GMZ), with groundwater quality objectives of 580 mg/l for total dissolved solids (TDS) and 3.4 mg/l for nitrate-nitrogen (NO3-N). No assimilative capacity exists for further TDS/NO3-N loading into the Orange County GMZ. Listed beneficial uses of the Orange County GMZ are Municipal Supply (MUN), Agricultural Supply (AGR), Industrial Service Supply (IND), and Industrial Process Supply (PROC). The portion of Fullerton north of Brea Dam overlies the La Habra GMZ, for which no numeric objectives have been established and only narrative objectives and MUN and AGR apply.

09

3. General Plan Approach to the West Coyote Hills

Throughout much of the DEIR and Project, reflected in Section 5.11 (Biological Resources), Policy P1.3 (p.3-21) that supports programs and regulations to protect and restore the natural topography and habitat, and Policies P24.1 and 2 to coordinate/maintain open space preservation in the West Coyote Hills, the City's long-standing proposal to allow residential construction in Fullerton's last large undeveloped area is evaluated fairly.

The approximately 1,000-acre network of upland coastal sage scrub and ravine drainages is located west of Euclid Avenue and north of Rosecrans Avenue; in it, the proposed development of nearly 2,700 dwellings would coordinate preservation of 283 acres with the existing 72-acre Robert E. Ward Preserve (DEIR p.5.11-6).


Regional Board staff are aware of the proposed impacts to approximately 14 water bodies (including a wetland) draining the site (DEIR Table 3-2). Our direct jurisdiction is limited to these drainages and their beneficial uses, including the application of WILD, WARM, GWR, REC1, REC2, and RARE (Rare, Threatened, and Endangered Species habitat) via the Certification program. DEIR Table 5.11-3 lists special status species that surveys have determined utilize, or likely did utilize, onsite riparian habitat. The Basin Plan, adopted regulation according to approved administrative procedures, is the basis for Regional Board programs that protect all beneficial uses, including those which support aquatic and riparian habitat. Implementation of the Basin Plan also strives to maintain wildlife habitat function, including wildlife movement along and in and out of drainages, by advocating protection of natural drainages as an integral part of a healthy and functional natural community.

010

Therefore, we are aware that current preservation proposals for the entire West Coyote Hills, particularly its drainage systems, would provide the greatest support for beneficial uses and overall water quality standards, as expressed in the City's own policies and its proposed conservation element. We believe that a City-sponsored mitigation bank for impacts to water quality standards by many other Fullerton projects could be achieved through the wise proactive goal of dedication and restoration of low-quality habitat beside high-quality habitat in the drainages of the remaining West Coyote Hills.

If you have any questions, please contact Glenn Robertson at (951) 782-3259, or grobertson@waterboards.ca.gov, or me at (951) 782-3234, or madelson@waterboards.ca.gov

Sincerely,



Mark G. Adelson, Chief
Regional Planning Programs Section

Cc: State Clearinghouse

U.S. Army Corps of Engineers, Los Angeles –Veronica Chan

California Department of Fish and Game, Los Alamitos – Mary Larson

Orange County RDMD, Flood Control, Santa Ana - Andy Ngo

Orange County Resources and Development Management Dept., Watersheds - Mary Ann Skorpanich

X:Groberts on Magnolia/Data/CEQA/CEQA Responses/ DEIR/ City of Fullerton - General Plan.doc



O. RESPONSES TO COMMENTS FROM MARK G. ADELSON, CHIEF, REGIONAL PLANNING PROGRAMS SECTION, SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD, DATED APRIL 11, 2012.

- O1. Draft EIR Section 5.8, *Hydrology and Water Quality*, summarizes the NPDES Permit and its intent. Although there is no specific mention of Low Impact Development (LID), it is acknowledged that LID is required in accordance with the MS4 Permit and would be implemented on a project-by-project basis. Further, The Fullerton Plan includes overarching Policy OAP 1, which seeks compliance with State and Federal laws and regulations while maintaining local control in decision-making.
- O2. The comment requests the Draft EIR reflect greater development integration of “green technology” aspects of LID, including on-site small scale systems. Because this project entails an update to the General Plan and proposes no specific development project, the Draft EIR appropriately took a citywide approach as opposed to site-specific project level approach to environmental analysis. Implementation of LID design measures would be addressed on a project-by-project basis as specific development projects are proposed. Further, The Fullerton Plan includes overarching Policy OAP 1, which seeks compliance with State and Federal laws and regulations while maintaining local control in decision-making.
- O3. Draft EIR Section 5.9, *Hazards and Hazardous Materials*, provides a discussion of reported regulatory properties and the current status of cleanup efforts.
- O4. The Draft EIR acknowledges that future development projects would be required to comply with established regulatory requirements, including preparation of appropriate plans that would identify BMPs to be implemented by the specific project, and that projects would be required to mitigate potential impacts to less than significant. Additional modifications to the Draft EIR mitigation measures are not warranted.
- O5. This comment is acknowledged and will be forwarded to the decision-makers for their consideration. No further response is necessary.
- O6. The Fullerton Plan and Draft EIR identify a variety of policies for the protection and enhancement of natural resources, including waterways. These policies include, but are not limited to, Policy P1.3 supports projects, programs, policies and regulations to protect, and where appropriate restore, the natural landscape, topography, drainage ways, habitat, and other natural resources when planning improvements to existing and new neighborhoods and districts, Policy P25.1 supports regional and subregional efforts to conserve habitat for sensitive species and plant communities, Policy P25.2 supports projects, programs, policies and regulations to preserve the City’s public creeks and lakes such as Tri City Lake, Bastanchury Greenbelt Creek, and Laguna Lake; pursue collaborative efforts to restore channelized portions of Brea Creek and Fullerton Creek, and Policy 25.8 supports projects, programs, policies and regulations to consider and mitigate project level impacts to public waterways at the site and building design stages.
- O7. The comment is acknowledged. Refer to Response to Comment O6.



- O8. Maps identifying waterways and drainage features within the City would be provided as part of a Master Plan of Drainage, which would also address potential restoration of drainages. The project entails an update to the General Plan and does not propose specific projects. However, as noted in Response to Comment O6, The Fullerton Plan establishes a variety of policies for the protection and enhancement of natural resources, including waterways.
- O9. The information regarding groundwater quality objectives is acknowledged. No further revisions to the Draft EIR are warranted.
- O10. The comment is acknowledged. No further response is necessary.

ORANGE COUNTY SANITATION DISTRICT

We protect public health and the environment by providing effective wastewater collection, treatment, and recycling.



April 9, 2012

Ms. Heather Allen, AICP, Planning Manager
 City of Fullerton
 303 West Commonwealth Avenue
 Fullerton, CA 92832

SUBJECT: Notice of Availability/Completion a Draft Environmental Impact Report for The Fullerton Plan 2030 (Fullerton General Plan Update)

- Serving
- Anaheim
- Brea
- Buena Park
- Cypress
- Fountain Valley
- Fullerton
- Garden Grove
- Huntington Beach
- Irvine
- La Habra
- La Palma
- Los Alamitos
- Newport Beach
- Orange
- Placentia
- Santa Ana
- Seal Beach
- Stanton
- Tustin
- Villa Park
- Yorba Linda
- Costa Mesa Sanitary District
- Midway City Sanitary District
- Irvine Ranch Water District
- County of Orange

This letter is in response to the above referenced Draft Environmental Impact Report (DEIR) for the City of Fullerton (City) Plan 2030 (Fullerton General Plan Update). The City is within the jurisdiction of the Orange County Sanitation District (OCSD). The proposed General Plan update involves the addition of residential units and commercial space.

OCSD formally requested that the regional system that serves that City be included in the DEIR analysis, see attached letter dated August 17, 2011. The City's response to this request included in the report is as follows:

“Build out of The Fullerton Plan along with other local projects would add demand for wastewater services within the service area of the City and OCSD. The availability of adequate treatment capacity along with the continuous assessment of capacity flows would be determined on a project-by-project basis. Individual development projects would be required to verify that existing capacity exists to convey and treat the potential wastewater generated with the new development. Additionally, The Fullerton Plan proposes Policies and Actions to reduce potential growth related impacts associated with implementation of The Fullerton Plan, including wastewater services and facilities. Implementation of the Policies and Actions identified in The Fullerton Plan and recommended mitigation measures (WW-1 and WW-2), would reduce potential cumulative impacts to wastewater services and facilities to a less than significant level.”

OCSD staff disagrees with this assessment and believes that this approach constitutes a deferral of analysis, significant impacts and potential mitigations.

The basis of this assessment is the March 2007 OCSD Collection System Improvement Plan Draft Environmental Impact Report (DEIR) and

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DEPARTMENT

P1





Ms. Heather Allen
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April 9, 2012

the 2009 OCSD Facilities Master Plan identifying at least two sewers serving the City that OCSD considers deficient today under storm conditions, and two additional sewers are considered deficient under storm conditions though the year 2030.

The two deficient sewers are actively being designed for near term upgrades. One of these upgrades is included with the City's grade separation project on State College that is set for construction. If the City's project will require this pipe to be upsized, this should be incorporated in the grade separation project. OCSD's second project severs the northwestern portion of the City and has noted surcharging under storm conditions. This project also requires analysis under the City's project to ensure that this planned upgrade can accommodate the proposed project.

P1

The two (2) future sewer capacity projects may also need to be expedited to ensure that the City's project can be accommodated. This analysis should be included in the DEIR in a manner similar to the analysis of the City's sewer system.

P2

Therefore, the expansion of the OCSD sewer system must be incorporated by reference and coordinated with the City's new plan in the DEIR. This is to allow OCSD to accommodate the planned growth in the City's project. CEQA requires that direct and indirect impacts from the Project be analyzed if they are not speculative. The City's system was analyzed to a level that will allow for the analysis to be extended to the regional sewer system as described in OCSD's August 17, 2011 letter.

P3

Again, OCSD can provide its current InfoWorksCS model of the sewer system for the City to update based on the proposed changes in land use.

If you have any questions, please contact Wendy Smith at (714) 593-7880.

James L. Burror, Jr. P.E.
Engineering Supervisor

JB:sa
EDMS: 003954297/1.12a

Enclosure

City file



ORANGE COUNTY SANITATION DISTRICT

We protect public health and the environment by providing effective wastewater collection, treatment, and recycling.

August 17, 2011

Starla Barker
14725 Alton Parkway
Irvine, CA 92618-2027

SUBJECT: The Fullerton Plan 2030 (Fullerton General Plan Update)

- Serving
- Anaheim
- Brea
- Buena Park
- Cypress
- Fountain Valley
- Fullerton
- Garden Grove
- Huntington Beach
- Irvine
- La Habra
- La Palma
- Los Alamitos
- Newport Beach
- Orange
- Placentia
- Santa Ana
- Seal Beach
- Stanton
- Tustin
- Villa Park
- Yorba Linda
- Costa Mesa Sanitary District
- Midway City Sanitary District
- Irvine Ranch Water District
- County of Orange

This letter is in response to the above referenced letter requesting information for the City of Fullerton (City). The General Plan Update appears to be focused on the major transportation corridors, current open space areas, the downtown area, and existing commercial and industrial centers in the City..

The City is within the jurisdiction of the Orange County Sanitation District (OCSD). The proposed effort will significantly increase the number of housing units and amount of commercial/industrial square footage within the City.

The nature of a General Plan Update is to potential have a broad spectrum impact to the City and regional sewer systems. OCSD has several sewers serving the area that will be impacted by these changes. Also, OCSD is interested in any proposed changes to the local sewer system to accommodate the proposed growth identified in the request for information. OCSD suggests that as part of the effort that the City of Fullerton Sewer Master Plan and Sanitary Sewer Management Plan (SSMP) be updated to understand the full magnitude for any of the proposed changes.

OCSD recommends that you use the following flow factors to estimate current and future flows in the report(s):

- 727 gpd/acre for estate density residential (0-3 d.u. /acre)
- 1488 gpd/acre for low density residential (4-7d.u. /acre)
- 3451 gpd/acre for medium density residential (8-16 d.u./acre)
- 5474 gpd/acre for medium-high density residential (17-25 d.u./acre)
- 7516 gpd/acre for high density residential (26-35 d.u./acre)
- 2262 gpd/acre for commercial/office
- 3167 gpd/acre for industrial
- 2715 gpd/acre for institutional
- 5429 gpd/acre for high intensity industrial/commercial
- 150 gpd/room for hotels and motels
- 50 gal./seat for restaurants
- 129 gpd/acre for recreation and open space usage



recycled paper



Starla Barker
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You may use more specific flow factors if you think it will more accurately portray the project's estimated flows and impacts to the local sewer system.

Also, please note that any construction dewatering operations within the City that involve discharges to the local or regional sanitary sewer system must be permitted by OCSD prior to discharge. OCSD staff will need to review/approve the water quality of any discharges and the measures necessary to eliminate materials like sands, silts, and other regulated compounds prior to discharge to the sanitary sewer system.

The answers to the specific questions are included below. However, because of the broad impacts that may occur it is difficult to respond in enough detail at this time. I suggest that you set up a meeting with the staffs from OCSD and the City to discuss these sewer issues once flows information becomes available and prior to the issuance of an EIR.

1. Are local and/or regional trunk/sewer lines near carrying capacity? Yes
2. Are there any new facilities or expansion of existing facilities planned that would serve the City? Yes
3. What are the estimated sewage flows or generation rates (based on land uses) for the Fullerton General Plan Update? OCSD does not have specific flow factors for the City. Please contact OCSD to attain our latest version of the sewer system model within Infoworks CS for more information.
4. Would implementation of the Fullerton General Plan Update present a significant increase in service demand? It is unclear at this time if this will be a potentially significant impact. OCSD requests that the City or RBF provide flow calculations and sewer flow routing information for OCSD staff to review. OCSD prefers that any sewer analysis use the Infoworks CS or equivalent modeling software to determine the impacts to both the City system and OCSD system. OCSD can provide its model outputs for inputs into the modeling for the City.
5. Would existing trunk/sewer lines within the city have adequate capacity to accommodate the estimated wastewater flows associated with the Fullerton General Plan Update based on the information provided? See comment 4 above.



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6. Do the wastewater treatment facilities have adequate capacity to serve the anticipated demands of the Fullerton General Plan Update in addition to the provider's existing commitments? See comment 4 above.
7. Please identify any connection or assessment fees required for new developments? For a complete list of OCSD fees associated with new connections, please refer to Ordinance OCSD-40. The current fees in Table A are attached.
8. Is there any addition information you feel is pertinent to the Environmental Impact Report analysis for the Fullerton General Plan Update? OCSD requests that the local and regional sewer systems be analyzed for potentially significant impacts. OCSD welcomes this analysis being done and reviewed prior to the issuance of an EIR. Please contact Wendy Smith at 714-593-7880 or Jim Burror at 714-593-7335.

Thank you for the opportunity to comment on the proposed development. If you have any additional questions regarding sewer connection fees, please contact Wendy Smith at (714) 593-7880. For other planning issues regarding this project, please contact me at (714) 593-7335.



James L. Burror, Jr. P.E.
Engineering Supervisor

JLB:sa
EDMS: 003943909 /1.12a

Enclosure

Table A -CFCC

TABLE A
CAPITAL FACILITIES CAPACITY CHARGES (CFCC)-Effective July 1, 2011

<u>Use Category</u>	<u>Rate Basis</u>	<u>Base Charge</u>
Commercial – Industrial	Per 1,000 square feet ¹	
Low Demand ²	Per 1,000 square feet	\$ 279.00 ¹
Average Demand ⁴	Per 1,000 square feet	\$1,734.00 ¹
High Demand ³	Per 1,000 square feet	\$4,118.00 ¹
Single Family Residential (SFR) ⁵		<u>Base Charge</u>
5+ Bedrooms		\$4,643.00
4 Bedrooms		\$3,976.00
3 Bedrooms		\$3,341.00
2 Bedrooms		\$2,705.00
1 Bedroom		\$2,069.00
Multi-Family Residential (MFR) ⁶		<u>Base Charge</u>
4+ Bedrooms		\$3,610.00
3 Bedrooms		\$2,973.00
2 Bedrooms		\$2,337.00
1 Bedroom		\$1,670.00
Studio ⁷		\$1,073.00
Supplemental CFCC for Permit Users, includes 5% cost of funds.		
Flow, gallons per day		\$0.001678
BOD, pounds per day		\$0.359840
SS, pounds per day		\$0.192970

¹Provided that the minimum Capital Facilities Capacity Charge for such new construction shall be \$3,341; and all calculations shall be on a 1,000 square foot, or portion thereof, basis.

²Low Demand connections are the following categories of users: Nurseries; Warehouses; Churches; Truck Terminals; RV Parks, RV Storage Yards, Lumber/Construction Yards, Public Storage Buildings; and other facilities with restrooms, offices, lobbies and/or areas whose flows are similar in volume to these listed categories Parking Structures not connected to the sewer will not be charged.

³High Demand connections are the following categories of users: Restaurants (including patios used for additional seating capacity), Supermarkets; Car Washes; Coin Laundries; Amusement Parks; Shopping Centers with one or more Restaurants, or Food Court; Food Processing Facilities; Textile Manufacturers; and other dischargers whose flow is similar in volume to these listed categories.

⁴All other connections are Average Demand users including: Hotels, Strip Malls without restaurants, Music Halls without food facilities, Office buildings, Senior Housing with individual living units without kitchens but with a common kitchen, and wash pads

⁵ Bedroom additions are considered a change of use and a CFCC must be paid. Bedrooms include enclosed loft additions,, bonus rooms that may be used as offices, workout rooms, media rooms, or libraries, or any other additions, which could potentially be used as a bedroom. The classification of these additions will be reviewed and determined by staff Any detached building such as an addition over an existing garage or a new building with the same designation as mentioned above will be considered a separate living residence (SFR).

⁶MFR units consist of multiple units that receive one secured property tax bill such as apartments. Senior housing with individual living units that include a kitchen are considered MFR units.

⁷ Studio – one single room with no separating doors or openings leading to another part of the room (except for a bathroom).



P. RESPONSES TO COMMENTS FROM JAMES L. BURROR, JR. P.E., ORANGE COUNTY SANITATION DISTRICT, DATED APRIL 9, 2012

- P1. The comment states that the OCSD disagrees with the assessment regarding wastewater services and facilities in the Draft EIR. The project entails an update to the General Plan and proposes no specific development project. As indicated in Draft EIR Section 5.17, *Wastewater*, individual developments would be reviewed by the City of Fullerton and OCSD in order to determine if sufficient local and trunk sewer capacity exists to serve the specific development. The City and OCSD would ensure that new development does not exceed the capacity of wastewater conveyance and treatment facilities, and that new development pays its fair share to increase capacity of those facilities. The Fullerton Plan includes Policies and Actions to evaluate infrastructure capabilities (Policy P7.4) and ensure that development is appropriate in scale to current and planned infrastructure capabilities (Policy 7.5).

The City and OCSD would only allow new developments to connect to their sewer systems if there is sufficient capacity or planned expansions of its facilities to accommodate the new developments. Therefore, new development would not be permitted to exceed the capacity of wastewater conveyance systems or treatment facilities, since adequate capacity must be demonstrated in order to contribute flows to the system. All expansions of OCSD facilities must be sized and service phased to be consistent with the SCAG regional growth forecasts for the City. The available capacities of OCSD facilities are limited to levels associated with the approved growth identified by SCAG.

Although the City's population and housing growth would be greater than projected by SCAG, project implementation would not conflict with SCAG's forecasts. The Fullerton Plan accounts for the population growth and establishes Goals, Policies, and Actions to reduce potential growth-related impacts. The Growth Management Element is intended to ensure that infrastructure planning meets the needs of current and future residents of Fullerton by setting forth policy related to growth management and providing implementation and monitoring provisions. Accordingly, it is the City's goal (Goal 7) to encourage growth and development that is aligned with infrastructure capabilities. To this end, the City would support regional growth and development within areas that can be adequately served by existing and planned infrastructure systems (Policy P7.1, Balanced Decisionmaking). Additionally, the forecast population growth would occur over a 20-year period, allowing for development of necessary services and infrastructure commensurate with the proposed growth. City coordination with OCSD, implementation of The Fullerton Plan goals, policies, and actions, and mitigation measures requiring individual development projects to verify sufficient wastewater transmission and treatment plant capacity is available to serve the proposed development, would reduce impacts to a less than significant level.

- P2. The project entails an update to the General Plan and proposes no specific development project. For parcels that are within a Focus Area Overlay Designation, the underlying community development type applies until a specific plan, master plan, or other implementing document is prepared through a community-based planning process, at which point a General Plan Amendment would be adopted to re-designate the land, if



necessary. As part of this focused planning effort and/or site-specific development, additional analysis would be conducted to identify infrastructure needs associated with the proposed development.

P3. Refer to Responses to Comment P1 and P2.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

April 12, 2012

Ms. Heather Allen
City of Fullerton
303 W. Commonwealth Avenue
Fullerton, CA 92832

Subject: The Fullerton Plan 2030 (Fullerton General Plan Update)
SCH#: 2011051019

Dear Ms. Heather Allen:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on April 5, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2011051019) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Q1

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Q. RESPONSES TO COMMENTS FROM SCOTT MORGAN, DIRECTOR, STATE CLEARINGHOUSE, STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, DATED APRIL 12, 2012

Q1. The comment acknowledges the receipt of a comment letter from the Santa Ana Regional Water Quality Control Board, which was received after the close of the public review period (April 5, 2012) and that CEQA does not require Lead Agencies to respond to late comments.

This letter is included herein and referenced as Comment Letter O. Refer to Comment Letter O and associated responses.

JANE REIFER
CLUTTER CONTROL ORGANIZING SERVICES

149 W. WHITING • FULLERTON, CA • 92832
CLUTTERCONTROL@EARTHLINK.NET
PHONE: (714) 525-3678

April 18, 2012

Heather R. S. Allen
Community Development Department, City of Fullerton
303 W. Commonwealth Ave.
Fullerton, CA 92832

Re: The Fullerton Plan Draft Environmental Impact Report Comments

Dear Ms. Allen,

Thank you for the opportunity to comment on The Fullerton Plan Draft Environmental Impact Report.

It is very exciting to see such a strong emphasis on bus, train, biking and walking in The Fullerton Plan, and I commend your team for thinking about these modes very seriously. I would like to mention some points that may have been missed, some of which cause impacts, and others which could serve as mitigations to the noted significant traffic impacts.

1) LAND USE AND PLANNING - Physically Dividing an Established Community

It's typical that EIRs indicate that projects or programs don't physically divide an established community, but this seems to be an analysis done from the perspective of car mobility. Large buildings without pedestrian pass-throughs, where small building and surface parking lots once were, do in fact divide communities from a pedestrian, disabled person, and sometimes bicycle, perspective. Perhaps the historic concept of pedestrian "arcades" can be revived. At any rate, it's important to document which means of traversing concerned properties will no longer be as accessible compared with the current arrangement. Besides serving as a springboard to develop potential mitigations, it will help in creating the best pedestrian, special needs, and bicyclist circulation.

R1

2) TRAFFIC & CIRCULATION - Public Transportation

I'd like to suggest a policy of "Standard Inclusion / Complete Streets" for the following travel modes:

- Bus
- Rail
- Taxi
- Biking
- Walking
- Reduce Travel Needs
- Special Needs

R2

If these were specifically and consistently treated as a standard part of environmental impact reports and every aspect of The City's transportation and land use planning, Fullerton's goal of achieving a true multi-modal city could be reached. Much more so than for motorist transportation, information is a non-tangible, but integral part of transit service. Multi-agency information should be integrated and easily available in all city information that lists streets. For example, City Roadway Characteristics maps should note bus, ped,

and bike facilities. Development maps, and maps to City facilities should note bus stops, bike facilities, and significant lack of pedestrian facilities, if applicable. All businesses and institutions should be encouraged to give transit route numbers to their facility if they give driving directions and parking information.

R2

3) TRAFFIC & CIRCULATION - P514- Fair Share of Improvements

This is an important concept. Bus, rail, biking, and walking should be considered part of general civic infrastructure. Asking new developments to pay impact fees to cover the cost of the new demand they induce is an accepted practice and is routine for roads, schools, libraries, parks, and parking structures. Transit needs to be a part of the impacts we consider when planning, both for long-term service implementation and short-term construction detours. As part of this standard inclusion, construction projects should discuss their potential impacts on the above transportation modes, both during construction and at the completed project. The fees should include the extra money it costs to provide bus detours and communicate detours to the users of the above modes.

R3

4) TRAFFIC & CIRCULATION – New Bus Service

In outlying areas without bus service, it is fair to have these areas help pay for the new service they desire. Alone, OCTA is not able to fund new transit service in these areas. While helping to pay for new schools, roads, and parks, neighborhoods that have developed further from existing transit resources have never paid for the new transit service they've induced. The key tension here is the discrepancy between service in the older, more dense, grid-pattern areas of the City, and the newer, less dense, non-grid pattern areas, which are often also hilly areas. A huge portion of the City lives in these areas, and there are many service jobs in the commercial strips and residences. Many of these areas were established 30 to 40 years ago, have stable neighborhoods, and would like transit service to serve seniors, the disabled, and other non-drivers who live there, as well as provide transportation for workers and visitors who need to access these areas. New projects should have transit funding built into the project mitigations instead of depending solely on unreliable transit district, state and federal funds. Anaheim is an example of a city that works with OCTA to provide better bus service, runs its own additional service, and even provides a unique funding source. Other models are Riverside's TUMF fees, and homeowners associations throughout the United States.

R4

5) TRAFFIC & CIRCULATION – Pedestrian Transportation

There should be a Pedestrian Master Plan, similar to the one for Bicycles, with an inventory of existing conditions, notation of gap closure needs and note conflict areas with other modes at driveways, parking lots and structures, freeway ramps, intersections, etc., so improvements can be made as funds become available. Semi-rural areas should be offered a unique set of resources to apply in their areas should they desire sidewalks or paths. The City should enforce laws prohibiting cars from parking across sidewalks. I'm pleased to see frequently used "daily necessity / daily retail needs" services addressed.

R5

6) TRAFFIC AND CIRCULATION - Increased Hazards Due To a Design Feature Or Incompatible Uses

Since documentation has not been a standard part of city policies for pedestrian gap closure needs and conflict areas with other modes at driveways, parking lots and structures, freeway ramps, intersections, etc., many recent projects have produced increased hazards due to lack of coordination with this mode. If this has changed, that's great, but I'm not sure it has.

R6

7) TRAFFIC AND CIRCULATION - Plan Would Not Conflict With....Public Transit, Bicycle, Or Pedestrian Facilities Or Decrease Their Performance Or Safety

As above. Also, construction bus detours must be handled so as not to decrease these modes' performance.

R7

8) TRAFFIC AND CIRCULATION Accommodation of Future Planned Transit

I didn't see mention of High Speed Rail, Go Local, Bus Rapid Transit, UP ROW train, Measure M "Go Local" bus or rail service, Measure M Community-Based Circulators, Measure M Senior Mobility Programs, charter or tour buses, increased Amtrak service, increased taxi service, etc.

R8

9) TRAFFIC AND CIRCULATION – What Projects Are Included ?

Mitigation TR-1 states: Prior to approval of any General Plan Amendment and/or Zone Change associated with the focused planning efforts for The Fullerton Plan Focus Areas, the City and/or project proponent shall prepare a detailed multi-modal analysis in order to determine specific impacts associated with the proposed General Plan Amendment and/or Zone Change, and where applicable, identify mitigation measures to reduce impacts to less than significant levels based on City adopted multi-modal thresholds.

Could you clarify whether this means that projects outside the focus areas will not follow the same procedure?

R9

Also, sorry for the uninformed question, but since TR-1 mentions General Plan Amendments and/or Zone Changes does that mean that projects that do not require an them will also not have to prepare a detailed multi-modal analysis in order to determine specific impacts? Since the EIR already states there are unavoidable significant impacts, an individual project could "skip" mitigations? I'm not sure how this works. It seems as if The Fullerton Plan is committed to allowing projects even though they exceed stated guidelines.

"The CEQA Guidelines state that use of the Program EIR also enables the Lead Agency to characterize the overall program as the project being approved at that time. Following this approach, when individual activities within the program are proposed, the agency would be required to examine the individual activities to determine whether their effects were fully analyzed in the Program EIR. If the activities would have no effects beyond those analyzed in the Program EIR, the agency could assert that the activities are merely part of the program which had been approved earlier, and no further CEQA documentation may be required."

10) HOUSING - Facilitate Infill Development

Other than for the RHNA / low-income spectrum of housing needs, is there a mandate to seek out the destruction /replacement of current housing to replace it with infill? As much as transit is necessary, the current urban population is enough to support it, IF it were at levels people could use. There is no documentation that density increases transit use. Better service and better publicized service could increase transit use.

R10

11) CULTURAL RESOURCES - Historic Buildings

It would be more sensitive to the historic fabric of Fullerton, if we used the European concept of new development being located in newer districts in order to preserve the character of the older districts. Excessive new amongst old, as is planned, will weaken the historic context substantially.

R11

Fullerton prides itself on its historic homes, businesses, and neighborhoods, but it's shocking to learn how few protections these historic resources have. The vast majority of historic properties in the city could be torn down at any time with a simple demolition permit; we've seen this happen over and over again.

12) CULTURAL RESOURCES – Excessive Ground-Borne Vibration

The impact listed doesn't specify historic buildings, but:

“Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in place systems, resonance-free vibratory pile drivers).” If there are houses that are not historic that are at risk due to these same activities, this does not seem right. Please update the mitigation.

R12

“The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey.” This seems unfair, as many owners / renters of historic homes do not have their houses designated as such, but still would be at risk due to the vibration. Please update the mitigation.

13) CULTURAL RESOURCES – “Vernacular” Architecture

Please update the City's historic preservation guidelines to include a special emphasis on preserving “Vernacular” historic architecture. Too many of these have been destroyed due to the perception that they are not important, even though they also contribute to the historic feel of our city.

R13

14) CULTURAL RESOURCES – Scenic / Historic Vistas

There are a few scenic / historic vistas that exist by default because they are zoned for other purposes but have not yet been converted to those uses. For example, along Commonwealth and Chapman near the historic downtown neighborhoods, and Harbor Blvd between the downtown and Valencia Mesa Dr. What are the options to have a policy to reconsider their zoning as scenic or historic vistas before they are lost?

R14

15) CULTURAL RESOURCES / Cultural and Archeological Resources in West Coyote Hills Focus Area

The Emery Ranch and Adobe were not specifically mentioned, although well within the proximity to the project to study the impact. The California Native American Heritage Commission (NAHC) believes that the West Coyote Hill is a very culturally sensitive site.

R15

Archeological resources have been identified in the West Coyote Hills Focus Area, and should have been assessed more extensively prior to approval, due to the number of artifacts recovered.

16) CULTURAL RESOURCES – Entry Monumentation and Signage In Historic Districts

If done at all, they should only be done in the most discretion possible, as it is very easy to make them look contrived and inauthentic when contrasted with the very thing they are designed to highlight.

R16

17) COMMUNITY DEVELOPMENT & DESIGN - Positive Identity and Distinctive Image

Future signage and branding must be sensitive to the historic context of the historic landmarks and neighborhoods or there will be a significant impact on those cultural resources. Although branded, historic neighborhoods deserve to look neighborhood-like, not commercially branded. Recent signage in some of these areas looks “cutesy”, faux historic, and contrived. It's incompatible with the very thing it tries to promote.

R17

18) AESTHETICS AND LIGHT/GLARE – Aesthetics

A way to address the common complaint of formerly unique neighborhoods transitioning into cookie cutter architecture should be addressed.

R18

19) AESTHETICS AND LIGHT/GLARE – Mass and Height

The Fullerton Plan should have an Action to always include the projected views of potential new buildings set in proximity to surrounding existing or historic buildings, so the impact can be visualized. These should not be done from a vantage point that obscures the height or mass differential.

R19

20) HAZARDOUS MATERIALS – Asbestos Siding

Our older housing stock has many units with asbestos siding. Can a policy be developed for the proper removal of this, as it usually happens much too casually and impact surrounding neighbors.

R20

21) STRONG ECONOMIC CLIMATE – Tourism

In order to maintain its historic feel, there should be a strong emphasis on making Fullerton development decisions primarily for the benefit of residents and businesses, not in order to capture tourism dollars. A better city for residents and businesses will naturally attract visitors / tourists.

R21

22) BIOLOGICAL RESOURCES – Bats

These seem to be left out of most documents I've seen relating to development projects, including in the downtown, which was a known habitat for them. This should be remedied.

R22

23) BIOLOGICAL RESOURCES – Trees

I likely have this in the wrong section, but is a General Plan an appropriate place to discuss "urban forestry"? Tree cover adds to the attractiveness of our City, and it would be great to have more protection for them.

R23

24) ODOR AND / OR AIR QUALITY IMPACT

Many of the new developments in Fullerton have laundry facilities that have exposed air ducts leading to the public right of way, subjecting pedestrians to laundry chemical fumes. Could the Mitigation measure N-6 be adapted to say something like: The City shall require mechanical equipment from future development to be placed as far practicable from sensitive receptors.

R24

The following 2 sections do not seem to be in conformance with each other. Transit should be listed in the first section, as it is in the second.

25) OTHER CEQA CONSIDERATIONS - Impediment To Growth

"None of the Focus Areas would involve development that would establish an essential public service or utility/service system. Fullerton's developed and Focus Areas are already served by essential public services, including fire and police protection, parks and recreational facilities, schools, and solid waste, and an extensive network of utility/service systems, including water, wastewater, electricity, and natural gas; and other infrastructure necessary to accommodate or allow the existing conditions and planned growth. The existing public services and utility/service systems can be readily upgraded and/or extended onto the future development sites. **The increased demands for public services and utility/service systems would not reduce or impair any existing or future levels of services, either locally or regionally, as costs for increases in public services and utility/service systems would be provided through cooperative agreements between future developments and servicing agencies.** Further, future development would be reviewed on a project-by-project basis, at the time of proposed construction, in order to determine the

R25

public services and utility/service systems necessary to serve the proposed land uses. Buildout of The Fullerton Plan 2030 would not require substantial development of unplanned or unforeseen public services and utility/service systems. Therefore, implementation of The Fullerton Plan 2030 would not be growth-inducing with respect to removal of an impediment to growth through establishment of an essential public service or expansion to a new area.

R25

26) OTHER CEQA CONSIDERATIONS - Transportation

(Contrasted with Above) “Future development under The Fullerton Plan 2030 would increase density and improve the jobs/housing balance, which would increase public transportation patronage. The availability of public transit for City residents, employees, and visitors would ensure that the project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.”

R26

27) COMMUNITY INVOLVEMENT - Renters

The issue of involving renters has been agreed on as important many times over the years, but the City doesn't yet have a policy to address it. The Fullerton Plan is an ideal place to start to solve it, especially given the dramatic increase in rental units the Plan foresees. Many City residents receive regular city updates though their water bill, but most renters don't see these. This is a big problem when the City initiates new programs (such as curb-side waste separation) and renters are completely unaware. Unlike other cities, Fullerton is lucky to have a long-time rental population, including people that have lived in the same place 10 or 20 years. It is time to include these people in the civic sphere.

R27

28) COMMUNITY INVOLVEMENT – Residents Without Computers or Smartphones

City should take advantage of postal mailings, or, to save money, use “phone blast” technology on an opt-in basis for residents to receive civic notices.

R28

29) COMMUNITY INVOLVEMENT – Knowledge of The Fullerton General Plan

While a massive effort was made to involve the public at the beginning of the process, there have been no publicly announced workshop or series of workshops (other than for certain property owners) to address the magnitude of the changes that are in the draft Plan and EIR so that residents may understand what's “coming” for Fullerton. It may not be legally necessary, but it is important to involve the community in matters of this importance. Could a series of workshops be held to help the public understand the concepts so there can be broad public discussion?

R29

To close, I'd like to repeat how inspiring it is to see the substantial thought put in to The Plan's treatment of multi-modal issues. The concepts obviously took a lot of work, as has your entire Plan.

Thank you for your time and attention to these issues,

Sincerely,

Jane Reifer



R. RESPONSES TO COMMENTS FROM JANE REIFER, DATED APRIL 18, 2012

R1. Because this project entails an update to the General Plan and proposes no specific development project, the Draft EIR appropriately took a citywide approach as opposed to site-specific project level approach to the analysis. With the exception of addressing prior inconsistencies between the General Plan land use designations and the current zoning for the parcels, The Fullerton Plan does not propose any land use changes that would physically divide an established community. Community-based planning efforts within the Focus Areas would address the built environment and individual projects would be reviewed on a project-by-project basis to ensure that future physical development is designed to reduce potential impacts associated with dividing an established community. Further, The Fullerton Plan includes Policy P1.11, which supports programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm and Policy P1.13, which supports projects, programs, policies and regulations to produce buildings and environments that are inherently accessible to people of all abilities. The Fullerton Plan also includes Action A1.1, which calls for preparation of community-based design standards as an objective reference to implement The Fullerton Plan during City review of project applications.

R2. The Fullerton Plan includes Policy P5.7, which supports projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City. Policy P5.12 also supports programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from the points of view of automobile drivers, transit passengers, bicyclists and pedestrians rather than auto-centric thresholds which conflict with other policies of The Fullerton Plan – including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space. Further, CEQA requires that projects take into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system when addressing potential project impacts.

The comment regarding the integration of multi-agency information and maps is acknowledged.

R3. The comment is acknowledged. Also, as noted in Response to Comment R2, CEQA requires that projects take into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system when addressing potential project impacts. Additionally, The Fullerton Plan includes Action A5.7, which would revise the traffic impact fee program to ensure that new development pays its appropriate fair share of the costs (fair share contribution) of improvements needed to accommodate the development when considered in the context of a multi-modal transportation system.



- R4. The comment is acknowledged. In addition to Policy P5.14, which supports policies and regulations that require new development to pay a fair share of needed transportation improvements based on a project's impacts to the multi-modal transportation network, The Fullerton Plan includes Action A5.1, wherein the City will work with OCTA to improve the coverage of transit service in Fullerton by providing transit routes that more directly serve residential neighborhoods and enhancing regional transit connections in Fullerton through additional routes and increased service frequency.
- R5. Refer to Response to Comment R1. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R6. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R7. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R8. The Fullerton Plan addresses transit of all types and includes policies and actions to collaborate and coordinate with transit agencies, such as participating in the planning efforts for regional and inter-state rail and rapid transit projects to represent the interests of the City and working with OCTA to improve the coverage of transit service in Fullerton by providing transit routes that more directly serve residential neighborhoods and enhancing regional transit connections in Fullerton through additional routes and increased service frequency.
- R9. Regardless of whether or not the proposed project requires a General Plan Amendment and/or Zone Change, individual projects within and outside of the focus areas, would continue to be reviewed to determine if a traffic impact analysis is required. If a traffic impact analysis is required, the analysis would identify potential traffic impacts associated with the proposed project and if it is determined that impacts would occur, the analysis would be required to identify feasible mitigation measures to reduce the potential impact.
- R10. The Fullerton Plan does not include a mandate for the "destruction/replacement" of housing to replace it with infill. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R11. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R12. Ground-borne vibrations from construction activities rarely reach levels that damage structures. In general, the Federal Transit Administration (FTA) architectural damage criterion for continuous vibration (i.e., 0.2 inch/second) is typically utilized as this is the



criteria for non-engineered timber and masonry buildings. However, historic homes can have a criterion as low as 0.12 inch/second. Construction activities rarely approach or exceed 0.2 inch/second; therefore the mitigation measure was only recommended for historic homes. Draft EIR Mitigation Measure N-3 would be applicable to all properties within the City and would require construction activities taking place within 25 feet of an occupied structure, conduct a project specific vibration impact analysis to determine the specific vibration control mechanisms that would be incorporated into the project's construction bid documents, if necessary.

- R13. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary. The Fullerton Plan includes several policies and associated actions including Policy P4.3, which supports projects, programs, policies and regulations to promote the maintenance, restoration, and rehabilitation of historical resources and Policy P4.5, which supports projects, programs, policies, and regulations to encourage the protection and preservation of individual historic structures throughout the City, but with particular attention to the preservation of noteworthy architecture in the downtown.
- R14. Refer to Response to Comment R13. Additionally, The Fullerton Plan includes Action A4.3 to create a comprehensive, community-based Historic Preservation Plan intended to guide, with specificity, ongoing historic preservation efforts including implementation measures, inventories, incentives, promotion, education, and regulations. The Plan will explore the potential for community land trusts and transferable development rights. The Fullerton Plan also includes Action A4.10, which would evaluate opportunities to revise Chapter 15.48 of the Zoning Ordinance to encourage property owners to establish Landmark Districts and/or Preservation Zones and to remove barriers that discourage their formation.
- R15. As noted in Draft EIR Section 5.10, Cultural Resources, the City of Fullerton Historical Building Survey identifies over 100 individual structures worthy of community recognition. Several structures are on the National Register of Historic Places. Some are officially designated Local Landmarks while others are considered significant properties (i.e., potential Local Landmarks).

As part of the environmental review process for the proposed West Coyote Hills Specific Plan Amendment (SPA), a *Cultural/Scientific Resources Assessment* was conducted for the West Coyote Hills Specific Plan Area (i.e., West Coyote Hills Focus Area), and the existing conditions discussion for the West Coyote Hills Focus Area is incorporated in the Draft EIR. The discussion acknowledges the previous archaeological findings and notes that since archaeological resources have been identified within the West Coyote Hills Focus Area, future development within the area could potentially impact archaeological resources.

The Fullerton Plan does not propose site-specific development. Future development projects within the City that are considered sensitive for cultural resources would be required to conduct a Phase I Cultural Resource Study (Mitigation Measure CR-1) and implement feasible measures in order to mitigate the known and potential significant effects of the subject development project, if any. Further, implementation of Mitigation



Measure CR-2 would require monitoring by an archaeologist, as necessary, to ensure implementation of feasible measures identified as part of Mitigation Measure CR-1. Mitigation Measure CR-3 would address unknown cultural resources that are inadvertently unearthed during construction activities. CR-3 requires activity to cease to evaluate the significance of the findings and determine an appropriate course of action.

- R16. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R17. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R18. The comment is acknowledged. As stated in Response to Comment R1, The Fullerton Plan includes Action A1.1, which calls for preparation of community-based design standards as an objective reference to implement The Fullerton Plan during City review of project applications.
- R19. The Fullerton Plan includes policies and actions to ensure consistent and compatible design of land uses including Policy P1.11, which supports programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm; Policy P2.2, which supports projects, programs, policies and regulations to promote distinctive, high-quality built environments whose form and character respect Fullerton's historic, environmental and architectural identity and create modern places that enrich community life and are adaptable over time; and Policy 2.8, which supports projects, programs, policies and regulations to respect the local context, including consideration of cultural and historic resources, existing scale and character and development patterns of the surrounding neighborhood or district.
- R20. Federal and State regulations govern the renovation and demolition of structures where asbestos containing materials (ACMs) are present. All demolition that could result in the release of ACMs must be conducted according to Federal and State standards. The National Emission Standards for Hazardous Air Pollutants (NESHAP) mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. Draft EIR Section 5.9, Hazards and Hazardous Materials includes mitigation measure HAZ-3, which states that prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and Lead Based Paints (LBPs). Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility. Compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403 would also be required.
- R21. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.



- R22. The Fullerton Plan does not propose site-specific development. As future development projects are proposed, they would be reviewed to determine potential impacts associated with the proposed development, including the potential to impact biological resources.
- R23. The Fullerton Plan includes Policy P25.3, which supports projects, programs, policies and regulations to comprehensively plan for, manage and promote trees throughout the City.
- R24. Draft EIR Mitigation Measure N-6 is in response to potential noise impacts associated with mechanical equipment in proximity to sensitive receptors. The South Coast Air Quality Management District regulates odors through Rule 402 (Nuisance), which prohibits discharge of contaminants or other material that cause injury, detriment, nuisance, annoyance, or endanger the comfort, repose, health or safety of the public.
- R25. CEQA Guidelines Section 15126(d), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” This section analyzes potential growth-inducing impacts, based on the criteria outlined below, as suggested in the CEQA Guidelines. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria: Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area); Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion); Fostering of population growth (e.g., construction of additional housing), either directly or indirectly; Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).
- R26. This discussion of transit and transportation in this context pertains specifically to energy use as required by *Public Resources Code* Section 21100(b)(3) and CEQA Guidelines Appendix F, which requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project.
- R27. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. The Fullerton Plan includes Policy P18.3, which supports policies, projects, programs and regulations that maximize opportunities for public participation in planning and decision-making processes pertaining to community development and design, including outreach to members of underrepresented communities; Policy P18.6, which supports policies, projects, programs and regulations that take all feasible steps to ensure that everyone interested in participating in community forums has the materials necessary to contribute to informed decisions; Policy P18.10, which supports policies and programs to review and update the City’s noticing requirements and consider the use of websites, automatic telephone calling systems, email distribution lists, text messaging and other innovative features to provide better access to information; and Policy P18.15, which supports policies, programs and regulations that maximize opportunities for early notification of



proposed projects, or projects/issues under consideration, using the most current technologies as they become available.

- R28. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.
- R29. The comment does not raise new environmental information or directly challenge information provided in the Draft EIR. The comment is acknowledged. No further response is necessary.



12.5 ERRATA FOR THE FINAL EIR

The Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR following the public review period. Added or modified text is double underlined (example), while deleted text is struck out (~~example~~).

Section 2.0, Executive Summary

The “Mitigation Measures” column on page 2-11 of the Draft EIR will be revised in the Final EIR, as follows:

TR-1 Prior to approval of any General Plan Amendment and/or Zone Change associated with the focused planning efforts for The Fullerton Plan Focus Areas, the City and/or project proponent shall prepare a detailed multi-modal analysis in order to determine specific impacts associated with the proposed General Plan Amendment and/or Zone Change, and where applicable, identify mitigation measures to reduce impacts to less than significant levels based on City adopted multi-modal thresholds. The multi-modal analysis shall specify the timing, funding, construction, and fair share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Fullerton and surrounding jurisdictions, in accordance with the significant impact criteria established by the jurisdiction that controls the affected area.

TR-2 In conjunction with the preparation of any multi-modal analysis as required in Mitigation Measure TR-1, the City of Fullerton shall coordinate with adjacent jurisdictions, as applicable, to assess potential project impacts for any development forecasted to generate more than 100 peak hour trips in The Fullerton Plan Focus Areas. Improvements to mitigate significant impacts and the associated fair share costs shall be developed in coordination with the jurisdiction that controls the affected areas.

TR-3 In conjunction with preparation of any multi-modal analysis as required in Mitigation Measure TR-1, any project that would contribute measurable traffic to the freeway system shall prepare an analysis to determine potential impacts to freeway mainline segments, weaving, and freeway ramps, per the Caltrans Guide for the Preparation of Traffic Impact Studies. Mitigation measures shall be identified to reduce impacts to less than significant levels.

The “Mitigation Measures” column on page 2-30 of the Draft EIR will be revised in the Final EIR, as follows:

HYD-3 Prior to site plan approval, the project owner/developer(s) shall be required to coordinate with the City of Fullerton Engineering Department to determine requirements necessary to mitigate impacts to drainage improvements in order to accommodate storage volumes and flood protection for existing and future runoff. Proposed projects shall implement mitigation measures, if required, to the satisfaction of the City of Fullerton Public Works Director. For any new storm drainage projects/studies that have the potential to impact



adjacent jurisdictions’ storm drainage systems, the developer shall submit said studies to the applicable jurisdiction for review and approval.

Draft EIR Page 2-38 will be revised in the Final EIR to include “Paleontological Resources, as follows:

<u>Implementation of The Fullerton Plan could adversely impact the significance of a paleontological resource.</u>	<u>The Fullerton Plan does not include policies or actions for paleontological resources.</u>	<u>Refer to Mitigation Measures CR-1 through CR-3.</u>	<u>Less Than Significant Impact.</u>
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The “Mitigation Measures” column on page 2-42 and 2-43 of the Draft EIR will be revised in the Final EIR, as follows:

WW-1 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City of Fullerton for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project. For any sewer projects/studies that have the potential to impact adjacent jurisdictions’ sewer systems, the developer shall submit said studies to the applicable jurisdiction for review and approval.

The “Impact” column on page 2-33 of the Draft EIR will be revised in the Final EIR to remove the second reference to schools, as follows:

~~Future development within the City would not emit or handle hazardous emissions within one-quarter mile of an existing school.~~ Future development within the City could be located on a hazardous materials site creating a significant hazard to the public or the environment.

The “Level of Significance After Mitigation” column on page 2-44 of the Draft EIR will be revised in the Final EIR, for the three Greenhouse Gas Emissions impact statements, as follows:

~~Not Applicable.~~ Less Than Significant Impact.

Section 3.0 Project Description

Draft EIR page 3-9 will be revised in the Final EIR, as follows:



- ***Redevelopment and Revitalization Element.*** The purpose of the Redevelopment and Revitalization Element is to encourage public and private cooperative efforts that result in investment in the City's neighborhoods and districts redevelopment areas and improvements in the City's tax base.

Draft EIR page 3-47 and any additional reference to Policy 10.10 will be revised in the Final EIR, as follows:

- P10.10 ***SCE Utility Economic Development Programs***
Support policies, projects and programs that help local businesses reduce their operating costs and manage their energy use, including economic development incentives and initiatives by utility companies ~~Southern California Edison~~, and promote such opportunities on the City's website and at the public counters of City departments.

Draft EIR page 5.3-51 will be revised in the Final EIR, as follows:

- P12.8 ***Airport Safety Standards***
Support policies, projects, programs and regulations that provide for safe and efficient airport operations through compliance with the Fullerton Municipal Airport (FMA) Master Plan and the Orange County Airport Land Use Commission for Orange County's Airport Environs Land Use Plan for FMA and the Airport Environs Land Use Plan for Heliports.

Section 5.1, Land Use and Planning

Draft EIR page 5.1-54 will be revised in the Final EIR, as follows:

- P12.8 ***Airport Safety Standards***
Support policies, projects, programs and regulations that provide for safe and efficient airport operations through compliance with the Fullerton Municipal Airport (FMA) Master Plan and the Orange County Airport Land Use Commission for Orange County's Airport Environs Land Use Plan for FMA and the Airport Environs Land Use Plan for Heliports.

Section 5.4 Traffic and Circulation

Draft EIR pages 5.4-26 to 5.4-29 will be revised in the Final EIR, as follows:



Orange County Transportation Authority (OCTA)

OCTA operates several routes in and through the City of Fullerton. Exhibit 5.4-3, OCTA Bus Routes, illustrates the bus routes that traverse the City of Fullerton. A brief description of each of the transit lines in the City of Fullerton is provided below.

Route 20 operates between the Cities of Yorba Linda and La Habra, serving the City of Fullerton via Imperial Highway. Major destinations along Route 20 include the Richard Nixon Library, Brea Mall, and the La Habra Marketplace. Service is provided Monday through Friday with a headway (frequency of bus arrival) of ~~60~~ 100 minutes in each direction from approximately 6:00 AM to 7:30 PM. No weekend service is provided on Route 20.

Route 24 operates between the Cities of Buena Park and Orange, traveling along Magnolia Avenue, Gilbert Street, Malvern Avenue, Chapman Avenue, and Nutwood Avenue Commonwealth Avenue in the City of Fullerton. Service is provided Monday through Friday from approximately 5:00 AM to ~~11:00~~ 9:30 PM with a headway of approximately one hour. ~~During the morning and evening commute hours Route 24 runs on approximately 30-minute headways in each direction. During non-commute hours, the headway is approximately one hour. On weekends and holidays, service is provided at one-hour headways from approximately 7:00 AM to 9:00 PM.~~

Route 25 operates between the Buena Park Metrolink Station, the Fullerton Park 'N Ride area, and Huntington Beach, briefly serving the City of Fullerton via Magnolia Avenue and Orangethorpe Avenue. Service is provided Monday through Friday from approximately 5:00 AM to 11:00 PM. This route has a headway of approximately ~~30~~ 45 minutes ~~until approximately 6:00 PM, when it runs at one-hour frequencies~~. On weekends and holidays service is provided with a frequency of one bus per hour in each direction from approximately 8:00 AM to 8:00 PM.

Route 26 operates between the Fullerton Park 'N Ride area and the North Orange County Community College District in Yorba Linda, serving Fullerton via Magnolia Avenue and Commonwealth Avenue. Major destinations along Route 26 include the Fullerton Transportation Center, Cal State Fullerton, and the Richard Nixon Library. Service is provided Monday through Friday from approximately 5:00 AM to 11:00 PM. Headways on Route 26 are approximately 30 minutes from 5:00 AM to 6:00 PM, and approximately one hour from 6:00 PM to 11:00 PM. Service is limited between the Cal State Fullerton area and Yorba Linda on some trips. On weekends and holidays, service is provided approximately every ~~half~~ hour from 8:00 AM to 7:00 PM.

Route 30 operates between the Los Cerritos Center and the Anaheim Hills area, serving the City of Fullerton via Orangethorpe Avenue. Service is provided Monday through Friday from approximately 4:00 AM to 11:30 PM. Bus arrival frequency is normally ~~30~~ 45 minutes, ~~until 6:00 PM, when it runs at one-hour intervals~~. On weekends and holidays, service is provided with a headway of one hour from approximately 6:30 AM to 9:00 PM.

Route 35 operates between the Fullerton Park 'N Ride area and Pacific Coast Highway in Huntington Beach. Route 35 travels on Brookhurst Street for almost the entire route. Service is



provided Monday through Friday from approximately 4:30 AM PM to 10:00 PM at 20-30-40 minute headways, ~~except during late evening hours, when it runs at one-hour intervals.~~ On weekends and holidays, service is provided with a frequency of 30 to 40 minutes from approximately 5:00 AM to 7:30 ~~8:00~~ PM with a headway of one hour.

Route 37 operates between the Cities of La Habra and Fountain Valley, traveling mostly on Euclid Street. Destinations along this route include the North Orange County Community College District, Anaheim Plaza, Garden Grove Civic Center, and Mile Square Park. Service is provided Monday through Friday with a headway of approximately 30-40 minutes from approximately 5:00 AM to ~~11:00~~ PM and from 8:00 PM to 11:30 PM with a headway of one hour. On Saturdays, service is provided at about 35-minute intervals from 5:30 AM to 9:00 PM. On Sundays weekends and holidays, service is provided with a headway of one hour from approximately 7:00 AM to 8:00 PM. at about half-hour intervals from approximately 6:00 AM to 9:00 PM.

Route 143 operates between the Cities of Costa Mesa and Fullerton. ~~La Habra, traveling mostly along Harbor Boulevard in the City of Fullerton.~~ Major destinations along ~~Route 43~~ include the Triangle Square shopping area, Disneyland Resort area, the Fullerton Transportation Center, Fullerton College, St. Jude Hospital and La Habra Square. Service is provided Monday through Friday with a headway of 15 minutes in each direction from approximately 4:00 AM to 8:00 PM ~~midnight~~ and from 8:00 PM to 1:30 AM with 20-30 minute headways. ~~Night Owl service runs hourly from midnight until approximately 4:30 AM.~~ On weekends and holidays service is provided from 4:00 AM to 9:00 PM with 20-30 minute headways in each direction. Then service runs on one-hour headways until 1:30 AM. ~~approximately every 20 minutes in each direction from approximately 5:00 AM to midnight.~~ ~~Night Owl service runs on one hour headways between midnight and 4:30 AM.~~

Route 47 operates between the Cities of ~~Brea~~ Fullerton and Newport Beach, traveling along Lemon Street, ~~Berkeley Avenue~~ Commonwealth Avenue, and Harbor Boulevard in the City of Fullerton. Major destinations within the City of Fullerton include North Court, Fullerton Transportation Center, and Fullerton College. Service is provided Monday through Friday with headways of approximately 15-20 minutes in each direction from approximately 4:00 AM to 11:00 PM. ~~On weekends and holidays, service is provided with a frequency of one bus every 20 to 30 minutes from approximately 5:00 AM to 11:00 PM.~~

Route 53 operates between the Cities of ~~Brea~~ Orange and Irvine, traveling along Orangethorpe Avenue and Placentia Avenue, Yorba Linda Boulevard, and Associated Road in the City of Fullerton. Service is provided Monday through Friday from approximately 4:00 AM to ~~12:00~~ 12:30 AM. Route 53 has a headway of 10-15 minutes for most of the day, except late evening hours when it runs at 30-minute intervals. On weekends and holidays, service is provided with a frequency of one bus every 15 to 20 minutes from approximately 6:00 AM to 10:00 PM.

Route 57 operates between the Cities of Brea and Newport Beach, serving the City of Fullerton along State College Boulevard. Route 57 provides service to Brea Mall, Cal State Fullerton, Angel Stadium, The Block at Orange, UCI Medical Center, Santa Ana College, the Orange County Performing Arts Center, Newport Transportation Center, and others along the route. Service is provided throughout the week ~~Monday through Friday~~ from approximately 4:30 AM to ~~midnight~~ 1:30 AM at approximately 10 to 20-minute intervals in the cities of Anaheim and Santa Ana and 30-minute intervals in the cities of Fullerton, Brea, Costa Mesa, and Newport Beach.



Less frequent service is provided in the evening and early morning. Night Owl service is provided from midnight to 4:30 AM at one-hour intervals. On weekends and holidays, service is provided with a frequency of one bus every 10 to 20 minutes from approximately 5:00 AM to midnight. From midnight to 5:00 AM, Night Owl service runs every hour.

Route 147 operates between the Cities of Brea and Santa Ana, traveling mostly along Brea Boulevard, Bastanchury Road, Harbor Boulevard, Chapman Avenue, and Raymond Avenue in the City of Fullerton. Route 147 destinations include the Brea Mall, St. Jude Hospital, the Fullerton Transportation Center, the Anaheim Civic Center, Crystal Cathedral, UCI Medical Center, and Main Place Mall. The route is operated using mid-size or small buses. Service on Route 147 is limited to two northbound buses and one southbound bus in the early morning commute hours, and one northbound bus and three southbound buses in the afternoon commute hours. There is no weekend service.

Route 153 is operated between Brea and Orange, traveling along Orangethorpe Avenue, Placentia Avenue, Yorba Linda Boulevard, and Associated Road in the City of Fullerton. Service is provided Monday through Friday from approximately 4:00 AM to midnight at one-hour intervals. On weekends and holidays, service is provided with a headway of one hour from approximately 6:00 AM to 10:00 PM.

Route 213 is operated between the Brea Park 'N Ride and the University Research Center in Irvine, traveling along State College Boulevard, Brea Boulevard, Harbor Boulevard, and Chapman Avenue in the City of Fullerton. Service is provided Monday through Friday with four southbound trips in the morning commute hours and four northbound trips in the afternoon commute hours at half-hour intervals.

Route 721 is an inter-county express route ~~a limited-stop route~~ and operates between the Fullerton Park 'N Ride area and downtown Los Angeles via the 91 Freeway and 110 Freeway. Service is provided to the Los Angeles Convention Center, Staples Center, and other downtown destinations. Service is provided Monday through Friday, which includes four northbound and two southbound trips in the morning between 5:00 AM and 9:30 AM and two northbound and four southbound trips in the afternoon between 3:00 PM and 7:30 PM. ~~Northbound buses depart the Fullerton Park 'N Ride every half-hour from 5:00 AM to 8:30 AM Monday through Friday. Weekday afternoon northbound buses depart every hour from 2:15 PM to 5:15 PM. Weekday southbound buses run from 6:00 AM to 9:15 AM and from 3:00 PM to 6:30 PM every half-hour.~~ There is no weekend service on this route.

Draft EIR Exhibit 5.4-3, OCTA Bus Routes, will be revised in the Final EIR to reflect the current bus system serving Fullerton. The revised exhibit is included at the end of this section

Draft EIR page 5.4-51 will be revised in the Final EIR, as follows:

Mitigation Measures:

TR-1 Prior to approval of any General Plan Amendment and/or Zone Change associated with the focused planning efforts for The Fullerton Plan Focus Areas, the City and/or project



proponent shall prepare a detailed multi-modal analysis in order to determine specific impacts associated with the proposed General Plan Amendment and/or Zone Change, and where applicable, identify mitigation measures to reduce impacts to less than significant levels based on City adopted multi-modal thresholds. The multi-modal analysis shall specify the timing, funding, construction, and fair share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Fullerton and surrounding jurisdictions, in accordance with the significant impact criteria established by the jurisdiction that controls the affected area.

TR-2 In conjunction with the preparation of any multi-modal analysis as required in Mitigation Measure TR-1, the City of Fullerton shall coordinate with adjacent jurisdictions, as applicable, to assess potential project impacts for any development forecasted to generate more than 100 peak hour trips in The Fullerton Plan Focus Areas. Improvements to mitigate significant impacts and the associated fair share costs shall be developed in coordination with the jurisdiction that controls the affected areas.

TR-3 In conjunction with preparation of any multi-modal analysis as required in Mitigation Measure TR-1, any project that would contribute measurable traffic to the freeway system shall prepare an analysis to determine potential impacts to freeway mainline segments, weaving, and freeway ramps, per the Caltrans Guide for the Preparation of Traffic Impact Studies. Mitigation measures shall be identified to reduce impacts to less than significant levels.

Draft EIR page 5.4-70 will be revised in the Final EIR, as follows:

Mitigation Measures: Refer to Mitigation Measure TR-1 through TR-3.

Section 5.8 Hydrology and Water Quality

Draft EIR page 5.8-28 will be revised in the Final EIR, as follows:

Mitigation Measures:

HYD-3 Prior to site plan approval, the project owner/developer(s) shall be required to coordinate with the City of Fullerton Engineering Department to determine requirements necessary to mitigate impacts to drainage improvements in order to accommodate storage volumes and flood protection for existing and future runoff. Proposed projects shall implement mitigation measures, if required, to the satisfaction of the City of Fullerton Public Works Director. For any new storm drainage projects/studies that have the potential to impact adjacent jurisdictions' storm drainage systems, the developer shall submit said studies to the applicable jurisdiction for review and approval.



Section 5.9, Hazards and Hazardous Materials

Draft EIR page 5.9-39 will be revised in the Final EIR, as follows:

P12.8	<p><i>Airport Safety Standards</i> Support policies, projects, programs and regulations that provide for safe and efficient airport operations through compliance with the <u>Fullerton Municipal Airport (FMA) Master Plan</u> and the <u>Orange County Airport Land Use Commission for Orange County's Airport Environs Land Use Plan for FMA and the Airport Environs Land Use Plan for Heliports.</u></p>
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Section 5.10 Cultural Resources

Draft EIR Table 5.10-1, City of Fullerton Historic Resources has been replaced in the Final EIR with the following updated table:

Table 5.10-1 City of Fullerton Historic Resources				
#	Address	Historic Name	Present Name	Landmark Number
Properties Listed on the National Register of Historic Places				
1	1731 North Bradford Avenue	Pierotti House and Gardens		HL-33
2	201 East Chapman Avenue	Plummer Auditorium		HL-10 (HL-80)
3	515 East Chapman Avenue	John Hetebrink House		HL-40
4	112 East Commonwealth Avenue	Fullerton Odd Fellows Temple	The Williams Building	HL-15
5*	202 East Commonwealth Avenue	Commonwealth Post Office		Not Designated
6	237 West Commonwealth Avenue	Fullerton City Hall	Fullerton Police Station	HL-9
7	122 North Harbor Boulevard	Farmers & Merchants Bank	Landmark Plaza	HL-42
8	500 North Harbor Boulevard	Firestone Tire Service Building	Fox Plaza	Not Designated
9	501 North Harbor Boulevard	Masonic Temple	Spring Field Conference Center	HL-43
10	510 North Harbor Boulevard	Fox Fullerton Theatre		HL-35
11	1300 North Harbor Boulevard	Hillcrest Park		HL-6
12	1201 West Malvern Avenue	Muckenthaler Estate	Muckenthaler Cultural Center	HL-8
13	117 North Pomona Avenue	Fullerton First Methodist Episcopal Church	First Church of Religious Science	HL-47
14	110 East Santa Fe Avenue (relocated from 105 West Truslow Ave.)	Union Pacific Depot	Old Spaghetti Factory Restaurant	HL-7
15	120 East Santa Fe Avenue	Santa Fe Depot	Fullerton Station	HL-34
16	201 West Truslow Avenue	Elephant Packing House		HL-18



17	110 East Wilshire Avenue	Chapman Building		HL-13
18	234-236 East Wilshire Avenue	Dewella Apartments		HL-70
19	CSUF Campus	Dr. George Clark House	Heritage House	Not Designated
Properties Recognized as a "Local Landmark"				
20	142 East Amerige Avenue	Methodist Parsonage	Les Beaux Cheveux	HL-25
21	315 East Amerige Avenue	Cusick House		HL-39
22	434 West Amerige Avenue	Klose House		HL-49
23	520 West Amerige Avenue	Ruddock House		HL-26
24	147 West Ash Avenue	Song Residence		HL-50
25	126 North Balcom Avenue	Otto House		HL-17
26	720 Barris Drive (relocated from 117 South Pomona Ave.)	Dauser House		HL-16
27	400 West Brookdale Place	Hirigoyen House		HL-51
28	444 West Brookdale Place	Edgar Johnson House		HL-52
29	201 East Chapman Avenue	Fullerton High School: Science Building No. 1		HL-78
30	201 East Chapman Avenue	Fullerton High School: Science Building No. 2		HL-79
31	201 East Chapman Avenue	Fullerton High School: The Historic Walk		HL-81
32	502 East Chapman Avenue	Stuelke House		HL-53
33	2025 East Chapman Avenue	Hale House		HL-24
34	Chapman Park	Chapman Ranch and House	Chapman Park	HL-1
35	213 Claire Avenue	Noutary House		HL-54
36	130 East Commonwealth Avenue	Pacific Electric Depot		HL-5
37	329 East Commonwealth Avenue	Loumagne's Market		HL-22
38	529-531 East Commonwealth Avenue	Grievess Apartments		HL-67
39	1510 East Commonwealth Avenue	Annin House	Fullerton Guest Home	HL-29
40	300 West Commonwealth Avenue	Amerige Brothers' Realty Office		HL-4
41	763 North Euclid Street	Clinton Smith House		HL-55
42	511 West Fern Drive	Mills House		HL-56
43	519 West Fern Drive	Cleaver House		HL-57
44	539 West Fern Drive	Kelley House		HL-58
45	800 North Grandview Avenue	Carrie Earl McFadden Ford House	Harriet Spree Residence	HL-85
46	111-113 North Harbor Boulevard	Dean Block		HL-44
47	201 North Harbor Boulevard	Masonic Temple	Parker Building	HL-41
48	212-216 North Harbor Boulevard	Schumacher Building		HL-71
49	305 North Harbor Boulevard	California Hotel	Villa Del Sol	HL-14
50	604 North Harbor Boulevard	Edward K. Benchley House		HL-38
51	107 South Harbor Boulevard	Fender Radio Shop	Ellingson Building	HL-83
52	412 South Harbor Boulevard	Allen Hotel		HL-32
53	417-427 South Harbor	Dreyfus Building		HL-72



	Boulevard			
54	150 Hillcrest Drive	Fuller House		HL-59
55	532 West Jacaranda Place	Mennes House		HL-60
56	215 N. Lemon Street	First Lutheran Church		HL-77
57	1021 North Lemon Street	Tracey Residence		HL-82
58	150 Marion Boulevard (relocated from 145 East Commonwealth)	Davies House		HL-3
59	771 West Orangethorpe Avenue	Porter House		HL-20
60	1155 West Orangethorpe Avenue	Gardiner House		HL-61
61	1230 West Orangethorpe Avenue	Royer House		HL-62
62	211 North Pomona Avenue	Rutabagorz Restaurant		HL-73
63	301 North Pomona Avenue	Fullerton Library	Fullerton Museum Center	HL-11
64	705 North Richman Avenue	Abbott House		HL-63
65	343 East Santa Fe Avenue	Miller Manufacturing Building	Lakeman Chassis	HL-84
66	119 West Santa Fe Avenue	Ellingson Building		HL-74
67	125 West Santa Fe Avenue	John Reeder Gardiner Building	Heroes Restaurant	HL-86
68	227 West Santa Fe Avenue	Sanitary Laundry Building		HL-75
69	229 West Santa Fe Avenue	Fullerton Dye Works Building		HL-76
70	324 West Truslow Avenue	Annin House		HL-64
71	225 West Union Avenue	El Dorado Ranch		HL-45
72	610 West Valley View Drive	Gobar House		HL-65
73	112 East Walnut Avenue	Crystal Ice House		HL-28
74	1101 East Whiting Avenue	Conley House		HL-66
75	126 West Whiting Avenue	Westwood Apartments		HL-68
76	130 West Whiting Avenue			HL-69
77	315 East Wilshire Avenue	Wilshire Junior High School Auditorium & Classrooms		HL-12
78	124 West Wilshire Avenue	Mutual Building and Loan Association		HL-36
79	834 North Woods Avenue	Starbuck House		HL-2
Properties Recognized as a "Significant Property" (Potential Local Landmark)				
80	320 North Adams Avenue	Storts Residence		
81	201 East Amerige Avenue	Fullerton General Hospital		
82	516 West Amerige Avenue	Russell House		
83	142 East Chapman Avenue	Self-Realization Fellowship Church		
84	321 East Chapman Avenue	Fullerton College		
85	600 East Chapman Avenue	Rawlins House	Gamma Phi Beta Sorority	
86	901 East Chapman Avenue	Henry Kroeger House		
87	2208 East Chapman Avenue	Cooper House		
88	109-123 East Commonwealth Avenue	Amerige Block		
89	118 East Commonwealth Avenue			
90	520 East Commonwealth	Mariola Apartments		



	Avenue			
91	524 East Commonwealth Avenue	Foster House		
92	1530 East Commonwealth Avenue	Thompson House		
93	2223 East Commonwealth Avenue	Lyon House		
94	213-215 West Commonwealth Avenue			
95	419 West Commonwealth Avenue	Gallemore House		
96	1747 West Commonwealth Avenue	Val Veta - Hunt Wesson Office		
97	200 East Elm Avenue	Jacob Yaeger House		
98	845 North Euclid Street	Russ House or Hunter House	Congregational Church of Fullerton	
99	219 North Harbor Boulevard	Rialto Theatre		
100	509 North Harbor Boulevard	Adams' Barbershop Building		
101	616 North Harbor Boulevard	Amerige House		
102	713-723 South Harbor Blvd			
103	419 East Las Palmas Drive	Bastanchury House		
104	327 West Orangethorpe Avenue	Wintter House		
105	1400 West Orangethorpe Avenue	Clarence Spencer House		
106	1520 West Orangethorpe Avenue	Mary Spencer House		
107	314 North Pomona Avenue	Pomona Bungalow Court		
108	321 North Pomona Avenue	Nenno House	Cherami House	
109	609 North Raymond Avenue	Henry Kroeger House		
110	1313 North Raymond Avenue	Gamble House		
111	701 North Richman Avenue			
112	761 North Richman Avenue	Concoran House		
113	123 East Valencia Drive	Fallert House		
114	247 East Valencia Drive	Burdorf House		
115	117 West Valencia Drive	Livingston House		
116	1600 West Valencia Drive	Gowen House		
117	600 West Valley View Drive	Lamhofer House		
118	501 West Whiting Avenue	Sans Souci Court		
119	546 West Whiting Avenue	Osborne House		
120	CSUF Campus	Henry Hetebrink House	Titan House	
121	CSUF Campus	Mahr House	George Golleher Alumni House	
Potential/Possible Significant Properties				
122	538 West Amerige Avenue	Richman House		
123	108 West Brookdale Place	Lillian Yaeger House		
124	401 Cannon Lane	Bridgford House		
125	2500 North Harbor Boulevard	Beckman Instruments Building		
126	511 South Harbor Boulevard	Cooke House		
127	805 South Harbor Boulevard	Kohlenberger Building		
128	144 Hillcrest Drive	Sitton House		
129	439 West Malvern Avenue	Coroles House		
130	114 North Pomona Avenue	First United Methodist Church		



131	244 East Valencia Drive	Maple School		
132	1645 West Valencia Drive	Hunt Wesson Administrative Building		
133	206 West Wilshire Avenue	Quine House and Office		
Features of Cultural importance				
134	302 West Commonwealth Avenue	Stone Pillars in Amerige Park		HL-31
135	109 North Harbor Boulevard	Stedman Jewelers' Street Clock		HL-48
136	1155 West Orangethorpe Avenue	Pump House		HL-61
137	353 West Commonwealth Avenue (Fullerton Main Library)	Hitching Post		
138	Harbor Boulevard	Bells along El Camino Real		
139	NW Corner of Commonwealth and Highland Avenues	Flagstone Bench		
"Significant Properties" That Have Been Demolished or Altered				
140	233 East Amerige Avenue	Stanton House	Demolished in 1992	HL-37
141	341 East Commonwealth Avenue	Grumwald's Tin Shop (Edison Market)	Demolished in 2004	
142	315 North Ford Avenue	Ford Elementary School	Demolished in 1983	HL-19
143	700 South Harbor Boulevard	La Vida Bottling Company Building	Demolished in 1983	HL-21
144	327 West Orangethorpe Avenue	Wintter House	Altered in 1996-98	HL-46
145	2000 East Wilshire Avenue	Des Grange House	Demolished in 1986	HL-27

Draft EIR Exhibit 5.10-1b, *Historic Resources*, will be revised in the Final EIR to reflect the accurate locations. The revised exhibit is included at the end of this section

Section 5.17 Wastewater

Draft EIR page 5.17-11 will be revised in the Final EIR, as follows:

WW-1	<p>Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City of Fullerton for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project. <u>For any sewer projects/studies that have the potential to impact adjacent jurisdictions' sewer systems, the developer shall submit said studies to the applicable jurisdiction for review and approval.</u></p>
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Section 5.21 Greenhouse Gas Emissions

Draft EIR page 5.21-26 will be revised in the Final EIR, as follows:



Level of Significance After Mitigation: Not Applicable Less Than Significant Impact.

Draft EIR page 5.21-27 will be revised in the Final EIR, as follows:

Level of Significance After Mitigation: Not Applicable Less Than Significant Impact.

Draft EIR page 5.21-29 will be revised in the Final EIR, as follows:

Level of Significance After Mitigation: Not Applicable Less Than Significant Impact.

Section 7.0, Significant Unavoidable Environmental Effects Which Cannot be Avoided if the Proposed Action is Implemented

Draft EIR page 7-1 will be revised in the Final EIR to be consistent with the significant and unavoidable impacts identified in Draft EIR Section 5.4, as follows:

TRAFFIC AND CIRCULATION

- General Plan Update Traffic Operations
 - Lambert Road and Harbor Boulevard (PM peak hour)
 - Imperial Highway and Harbor Boulevard (AM and PM peak hours)
 - Imperial Highway at Palm Street (AM and PM Peak Hours)
 - Rosecrans Avenue at Gilbert Street (AM Peak Hour)
 - Bastanchury Road at Harbor Boulevard (AM and PM Peak Hours)
 - Bastanchury Road at State College Boulevard (PM Peak Hour)
 - Yorba Linda Boulevard at State College Boulevard (PM Peak Hour)
 - Yorba Linda Boulevard at Placentia Avenue (AM and PM Peak Hours)
 - Brea Blvd/West Valley View Dr at Harbor Boulevard (AM and PM Peak Hours)
 - Berkeley Avenue at Harbor Boulevard (PM Peak Hour)
 - Malvern Avenue at Gilbert Street (AM and PM Peak Hours)
 - Malvern Avenue at Bastanchury Road/Bridgeport Circle (PM Peak Hour)
 - Malvern Avenue at Euclid Street (AM and PM Peak Hours)
 - Chapman Avenue at Harbor Boulevard (AM and PM Peak Hours)
 - Chapman Avenue at Raymond Avenue (AM and PM Peak Hours)
 - Chapman Avenue at State College Boulevard (AM and PM Peak Hours)
 - Chapman Avenue at Commonwealth Avenue (AM and PM Peak Hours)



- Nutwood Avenue at State College Boulevard (AM and PM Peak Hours)
- Commonwealth Avenue at Gilbert Street (PM Peak Hour)
- Commonwealth Avenue at Euclid Street (AM and PM Peak Hours)
- Commonwealth Avenue at Harbor Boulevard (AM and PM Peak Hours)
- Commonwealth Avenue at State College Boulevard (PM Peak Hour)
- Valencia Drive at Brookhurst Road (PM Peak Hour)
- Valencia Drive at Euclid Street (AM Peak Hour)
- Orangethorpe Avenue at Harbor Boulevard (AM and PM Peak Hours)
- Orangethorpe Avenue at Lemon Street (PM Peak Hour)
- Orangethorpe Avenue at State College Boulevard (AM Peak Hour)
- Imperial Highway at Brea Boulevard (AM and PM Peak Hours)
- La Palma Avenue at Lemon Street (PM Peak Hour)
- La Palma Avenue at East Street/Raymond Avenue (PM Peak Hour)
- La Palma Avenue at State College Boulevard (PM Peak Hour)
- Chapman Avenue at SR-57 SB Ramps (PM Peak Hour)
- Chapman Avenue at SR-57 NB Ramps (AM and PM Peak Hours)
- SR-91 WB Ramps at Lemon Street (PM Peak Hour)
- SR-91 WB Ramps at Raymond Avenue (PM Peak Hour)
- Chapman Avenue and Harbor Boulevard; and
- Commonwealth Avenue and Harbor Boulevard.
- Consistency with the Congestion Management Plan
 - Harbor Boulevard and Orangethorpe Avenue
 - State College Boulevard and Orangethorpe Avenue
 - Harbor Boulevard and Imperial Highway
- Cumulative Traffic Operations
 - Lambert Road and Harbor Boulevard (PM peak hour)
 - Imperial Highway and Harbor Boulevard (AM and PM peak hours)
 - Imperial Highway at Palm Street (AM and PM Peak Hours)
 - Rosecrans Avenue at Gilbert Street (AM Peak Hour)
 - Bastanchury Road at Harbor Boulevard (AM and PM Peak Hours)
 - Bastanchury Road at State College Boulevard (PM Peak Hour)
 - Yorba Linda Boulevard at State College Boulevard (PM Peak Hour)
 - Yorba Linda Boulevard at Placentia Avenue (AM and PM Peak Hours)
 - Brea Blvd/West Valley View Dr at Harbor Boulevard (AM and PM Peak Hours)
 - Berkeley Avenue at Harbor Boulevard (PM Peak Hour)
 - Malvern Avenue at Gilbert Street (AM and PM Peak Hours)
 - Malvern Avenue at Bastanchury Road/Bridgeport Circle (PM Peak Hour)
 - Malvern Avenue at Euclid Street (AM and PM Peak Hours)
 - Chapman Avenue at Harbor Boulevard (AM and PM Peak Hours)
 - Chapman Avenue at Raymond Avenue (AM and PM Peak Hours)
 - Chapman Avenue at State College Boulevard (AM and PM Peak Hours)
 - Chapman Avenue at Commonwealth Avenue (AM and PM Peak Hours)
 - Nutwood Avenue at State College Boulevard (AM and PM Peak Hours)
 - Commonwealth Avenue at Gilbert Street (PM Peak Hour)
 - Commonwealth Avenue at Euclid Street (AM and PM Peak Hours)
 - Commonwealth Avenue at Harbor Boulevard (AM and PM Peak Hours)



- Commonwealth Avenue at State College Boulevard (PM Peak Hour)
- Valencia Drive at Brookhurst Road (PM Peak Hour)
- Valencia Drive at Euclid Street (AM Peak Hour)
- Orangethorpe Avenue at Harbor Boulevard (AM and PM Peak Hours)
- Orangethorpe Avenue at Lemon Street (PM Peak Hour)
- Orangethorpe Avenue at State College Boulevard (AM Peak Hour)
- Imperial Highway at Brea Boulevard (AM and PM Peak Hours)
- La Palma Avenue at Lemon Street (PM Peak Hour)
- La Palma Avenue at East Street/Raymond Avenue (PM Peak Hour)
- La Palma Avenue at State College Boulevard (PM Peak Hour)
- Chapman Avenue at SR-57 SB Ramps (PM Peak Hour)
- Chapman Avenue at SR-57 NB Ramps (AM and PM Peak Hours)
- SR-91 WB Ramps at Lemon Street (PM Peak Hour)
- SR-91 WB Ramps at Raymond Avenue (PM Peak Hour)
- ~~Chapman Avenue and Harbor Boulevard; and~~
- ~~Commonwealth Avenue and Harbor Boulevard.~~

Section 9.0, Effects Found Not to be Significant

The Impact Statements in Draft EIR Section 9.0 will be revised as appropriate in the Final EIR to reflect the impact statements identified in Draft EIR Section 2.0, Executive Summary.

The Initial Study Checklist, attached to the Notice of Preparation, inadvertently identified impacts to Mineral Resources and potentially significant. According to the State of California Department of Conservation, California Geological Survey - SMARA Mineral Land Classification, *Aggregate Availability in California* (December 2006), commercially productive mineral resources do not occur within the City. Draft EIR page 9-2 under Section 9.1 will be revised in the Final EIR to include Mineral Resources as follows:

- MINERAL RESOURCES**
- 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.
 - 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.

Draft EIR page 9-2 under Section 9.2 will be revised in the Final EIR as follows:

- Implementation of The Fullerton Plan 2030 would not conflict with local plans, policies, and regulations.



Draft EIR page 9-6 will be revised in the Final EIR as follows:

GREENHOUSE GAS EMISSIONS

- Greenhouse gas emissions generated by development associated with implementation of The Fullerton Plan could have a significant impact on the environment.
- Implementation of The Fullerton Plan could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.
- Greenhouse gas emissions resulting from development associated with The Fullerton Plan and cumulative development could impact greenhouse gas emissions on a cumulatively considerable basis.

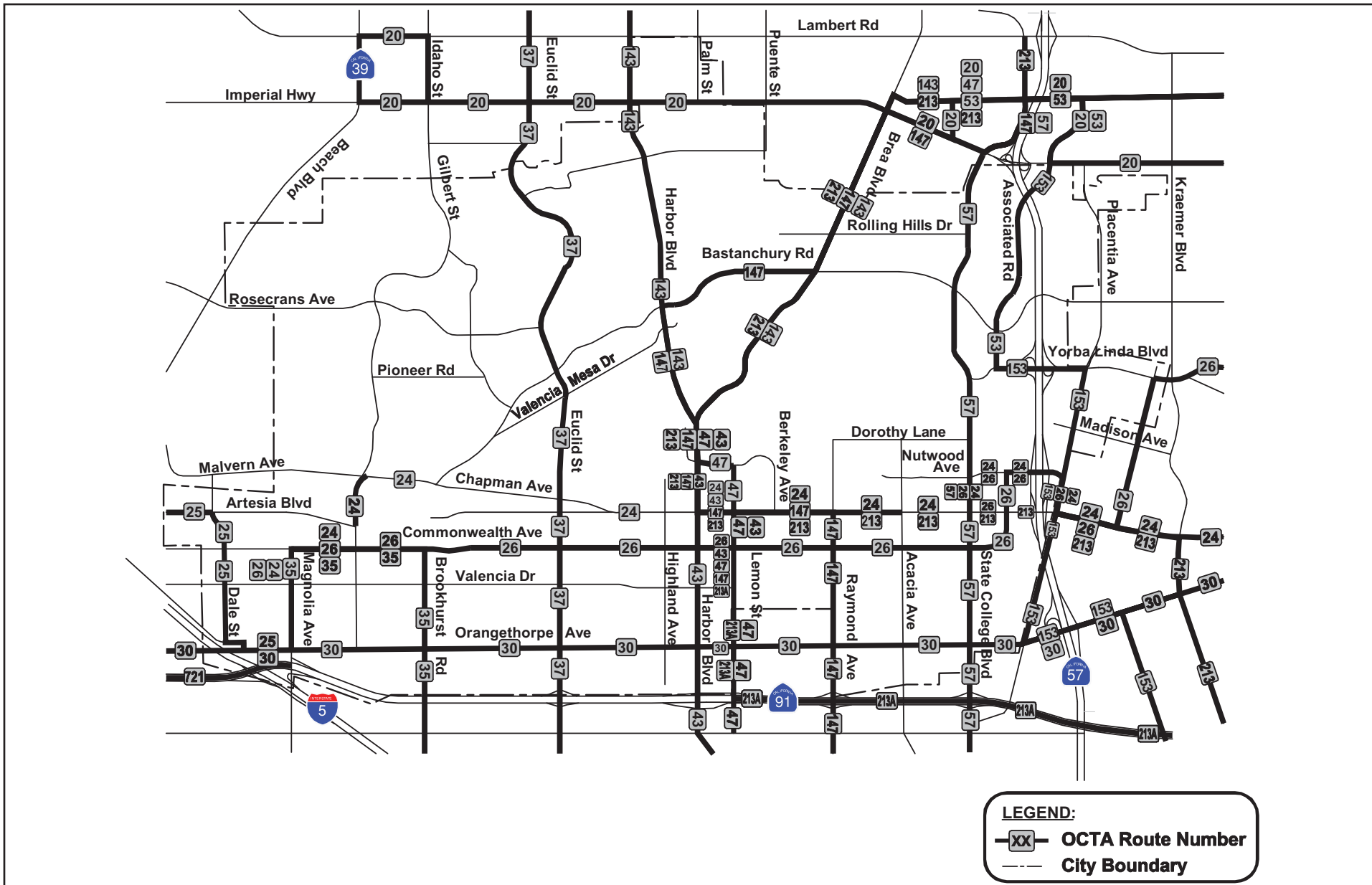
Draft EIR page 9-7 will be revised in the Final EIR as follows:

~~TRAFFIC AND CIRCULATION~~

- ~~Implementation of The Fullerton Plan 2030 could exceed standards established by the Orange County Congestion Management Plan.~~



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Source: Kimley-Horn and Associates, Inc., July 2011.

NOT TO SCALE

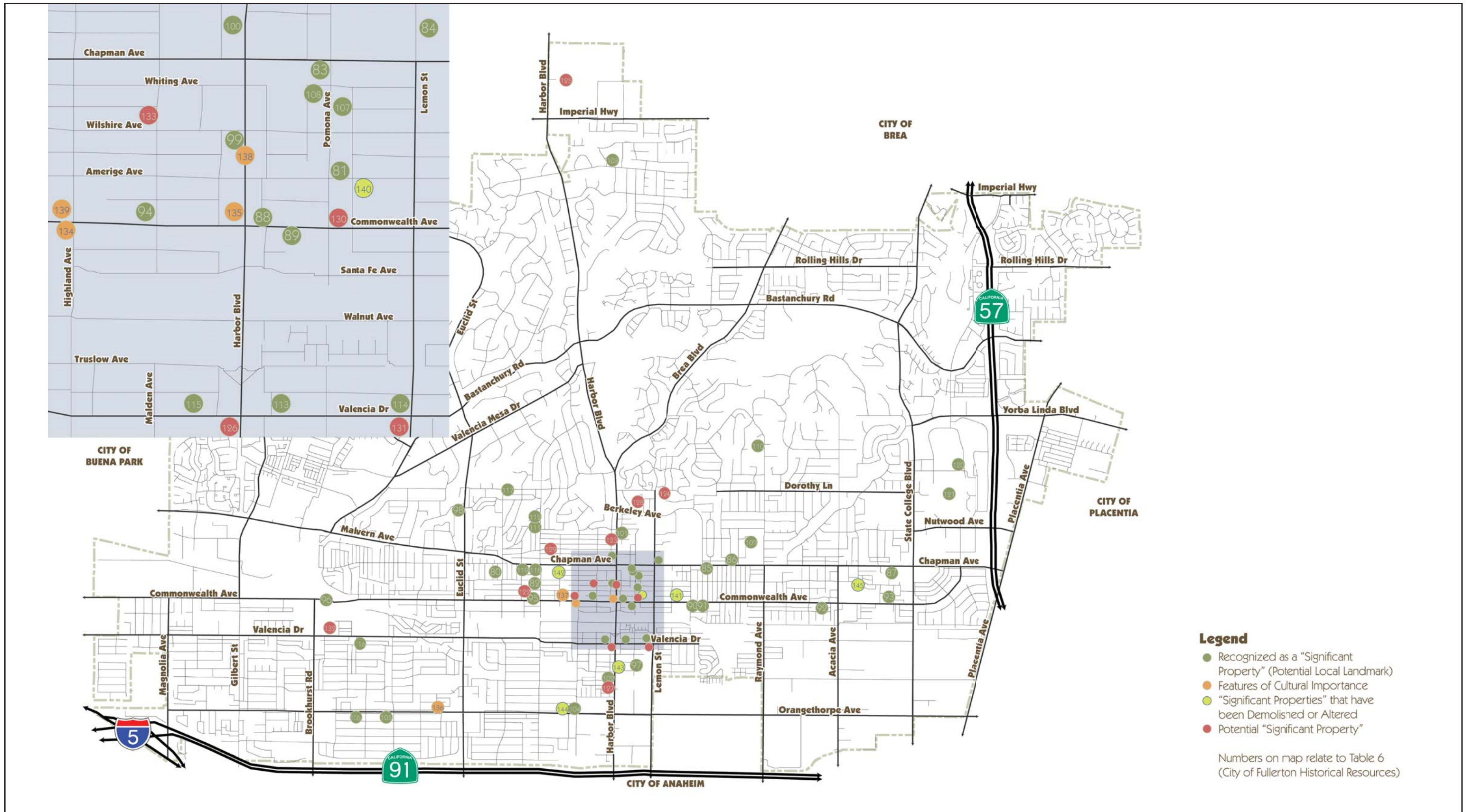


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THE FULLERTON PLAN 2030
 PROGRAM ENVIRONMENTAL IMPACT REPORT

OCTA Bus Routes

Exhibit 5.4-3



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THE FULLERTON PLAN 2030
PROGRAM ENVIRONMENTAL IMPACT REPORT

Historic Resources

Exhibit 5.10-1b