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DRAFT
Highland and Valencia Mixed-Use Development Project
Initial Study/Mitigated Negative Declaration
City of Fullerton, Orange County, California

Prepared for:
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Report Date: July 16, 2021

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List of Exhibits

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ACM	asbestos-containing material
ADT	Average Daily Traffic
AFY	acre-feet/year
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AST	aboveground storage tank
BERD	California Built Environment Resource Directory
BMP	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Standard Code
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CDNC	California Digital Newspaper Collection
CERCLA	Comprehensive Environmental Response Compensation, and Liability Act
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CHRIS	California Historical Resources Information System
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPSEI	California native Plant Society Electronic Inventory
CO	carbon monoxide
CO_2e	carbon dioxide equivalent

CRHR	California Register of Historical Resources
DAMP	Drainage Area Management Plan
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
du/acre	dwelling unit per acre
EMFAC	Emission Factors model
EOP	Emergency Operations Plan
EV	electric vehicle
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FFD	Fullerton Fire Department
FJUHSD	Fullerton Joint Union High School District
FPD	Fullerton Police Department
FSD	Fullerton School District
FTA	Federal Transit Administration
FTC	Fullerton Transportation Center
GHG	greenhouse gas
GPD	gallons per day
HVAC	heating, ventilation, and air conditioning
I-5	Interstate 5
IPaC	Information for Planning and Consultation
IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
kBTU	kilo-British Thermal Unit
kWh	kilowatt-hour
L_{eq}	equivalent sound level
L_{max}	maximum noise/sound level
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MM	Mitigation Measure
mph	miles per hour
MSL	mean sea level
MT	metric ton
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOA	naturally occurring asbestos

NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
OSHA	Occupational Safety and Health Administration
PDF	Project Design Feature
PM_{10}	particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter, including dust, 2.5 micrometers or less in diameter
PPD	per person per day
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	sustainable communities strategy
Valley Air District	San Joaquin Valley Air Pollution Control District
SLCP	Short-Lived Climate Pollutant
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SO_x	sulfur oxides
SP	service population
SR	State Route
SRA	Source Receptor Area
TAC	toxic air contaminants
TAPP	Transportation Assessment Policies and Procedures
TPA	Transit Priority Area
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan

VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program
WQMP	Water Quality Management Plan
ZEV	Zero Emission Vehicle

SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is to identify the potential environmental impacts associated with the construction and implementation of the Highland and Valencia Mixed-Use Development Project (proposed project) in the City of Fullerton, California (Exhibit 1). Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Fullerton has discretionary authority over the proposed project and is the Lead Agency in the preparation of this Draft IS/MND and any additional environmental documentation required for the proposed project. The intended use of this document is to determine the level of environmental documentation required for the project pursuant to CEQA and to provide the basis for soliciting input on the project from public agencies, organizations, and interested members of the public.

The remainder of this section describes the project location and primary project characteristics. Section 2 contains the environmental checklist that identifies the potential environmental impacts that could result from project construction and implementation, briefly discusses and substantiates each impact analysis and conclusion, and provides a final determination of significance for each potential impact. Section 3 contains the List of Preparers.

1.2 - Project Location

The proposed project would be constructed on a 0.56-acre project site located in the City of Fullerton and corresponding to Assessor's Parcel Numbers (APNs) 032-181-18 and 032-181-20 (Exhibit 1). The City of Fullerton is in the northern portion of Orange County and is bordered by the City of La Habra and the City of Brea to the north, the City of Placentia to the east, the City of Anaheim to the south, and the City of Buena Park and the City of La Mirada to the west. Regional access is provided by State Route (SR) 91, SR-57, and Interstate 5 (I-5). The project site is located on the *Anaheim, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map. The project site is approximately 140 feet above mean sea level (AMSL) and is generally flat.

The project site is located at 415 Highland Avenue, in the northwest corner of the Highland Avenue and Valencia Drive intersection and is bound by Valencia Drive to the south; Highland Avenue to the east; an alley, parking lot, residences, and Feliz Market to the north; and apartment buildings to the west (Exhibit 2).

1.3 - Environmental Setting

1.3.1 - Existing Land Use and Site Conditions

The Fullerton Plan serves as the City of Fullerton's General Plan pursuant to State law. The project site has a General Plan land use designation of Commercial and is zoned G-C (General Commercial)

(Exhibit 3 and Exhibit 4).[1, 2] The project site is a roughly rectangular lot currently developed with an A to Z Ram Car Wash, a 24-hour self-serve car wash facility, consisting of four covered car wash stations and three vacuum cleaner stations all situated in the northeastern portion of the site. The site also contains an unpaved area in the southeastern corner, driveways and a parking lot in the center portion of the site, and a vacant paved area enclosed with fencing in the western portion of the site.

Surrounding Land Uses

The project site is surrounded by the following land uses.

- North: Feliz Market and parking lots (designated as Commercial and zoned as G-C), and residences (designated as Low-Density Residential and Medium Density Residential and zoned as R-2 [Two-Family Residential] and R-3 [Limited Density, Multiple Family Residential])
- South: Valencia Drive, Taqueria De Anda restaurant and office building (both designated Commercial and zoned G-C)
- West: Residences (designated as Medium Density and zoned as R-3)
- East: Highland Avenue, residences (designated as Medium Density and zoned as R-3)

1.3.2 - The Fullerton Plan Final EIR

The Fullerton Plan Final EIR (FEIR) analyzed potential environmental impacts associated with buildout of the City in accordance with The Fullerton Plan, Bicycle Master Plan, and Climate Action Plan. According to The Fullerton Plan FEIR, mitigation measures adopted for the Fullerton Plan are applicable to future projects. The Fullerton Plan FEIR states that the applicant/developer of future projects, including specific plans to implement community-based Focus Area planning efforts, will have the responsibility for implementing the mitigation measures.[3] To ensure the proposed project does not conflict with The Fullerton Plan, the proposed project would incorporate all required and applicable mitigation measures from The Fullerton Plan FEIR as standard conditions of approval (standard conditions). Where needed, the proposed project includes new project-specific mitigation measures.

Each topical section of this Draft IS/MND may include applicable measures from The Fullerton Plan FEIR, and may also include project-specific mitigation, if needed, to address potentially significant impacts.

1.4 - Project Description

The Applicant, McEB, LLC, is requesting approval for a General Plan Revision, Zone Amendment, Major Site Plan Review, Minor Exception, Development Concession and Parking Ratio for the

[1] City of Fullerton. 2012. General Plan Land Use Map. Website: https://www.cityoffullerton.com/civica/filebank/blobdload.asp?BlobID=7720. Accessed March 4, 2021.
[2] City of Fullerton. 2019. Zoning Maps and Apps. October 23. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=23854. Accessed March 4, 2021.
[3] City of Fullerton. 2012. Fullerton Plan FEIR, Section 11.0, Mitigation Monitoring Program. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8974. Accessed May 27, 2021.

provision of affordable housing, and an Affordable Housing Agreement for the proposed project that would include the demolition of the existing A to Z Ram Car Wash self-serve car wash and parking lot, and the construction of a new 3-story mixed-use residential community. The proposed mixed-use building would include approximately 1,152 square feet of ground floor commercial space, 20 residential apartment units, and 37 parking spaces (Exhibit 5). The proposed apartment units would include eight one- and 12 two-bedroom units, including two live-work units. Five percent of the total units, (i.e., one unit), would be reserved for deed-restricted very-low-income households. The proposed gross floor area of 21,711 square feet correspond to a floor area ratio (FAR) of 0.88. The allowable FAR is a maximum of 0.90. Common open space and individual open space areas for each residential unit would also be provided.

As part of the proposed project, the Applicant is requesting a General Plan Revision[4] to change the site's General Plan land use designation from Commercial to Neighborhood Center Mixed-Use, which would allow for the development of the proposed mixed-use residential community.

In addition, the Applicant seeks a Zone Amendment to amend the existing site zoning from G-C to C-3 (Central Business District Commercial). According to the Fullerton Municipal Code, the C-3 zone is intended to provide for a district that includes mixed residential and commercial use, primarily {but not limited to} the downtown area. Permitted uses in the C-3 zone include dwelling units as part of a mixed-use development subject to the Fullerton Municipal Code Section 15.30.040.E., as well as office, restaurants, retail, and service uses.[5] The proposed mixed-use development would serve commercial and multi-family residential uses in the surrounding area. The proposed project would comply with the 3.0 maximum FAR of the Neighborhood Center Mixed-Use land use designation and the 0.90 maximum FAR allowed in the C-3 zone.

The proposed project includes a Major Site Plan that establishes the development concept, including site layout, architectural design, landscape design, and associated physical design features for review of compliance with the applicable development standards.

The Applicant is also requesting approval of a Minor Exception to allow a portion of the building to encroach into the 10-foot street setback along Valencia Drive. The proposed encroachment is a function of the building orientation and articulation which is designed to reduce massing and create a streetscape of interest along Valencia Drive.

The Applicant is requesting a development concession and parking ratio for the provision of affordable housing as provided under State Density Bonus law. The proposed project would provide one deed-restricted very-low-income unit (5 percent of the total proposed units), pursuant to an Affordable Housing Agreement. Under Density Bonus law, the proposed project is entitled to and would include one development concession, as set forth in the Fullerton Municipal Code and California Government Code Section 65915. The development concession requested is to deviate from the City's development standard regulating the height of a commercial building in relation to a

[4] City of Fullerton. 2021. Fullerton Municipal Code 15.72, Amendments. Website: https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-11496. Accessed May 27, 2021.

[5] City of Fullerton. 2021. Fullerton Municipal Code 15.30.030.3, Permitted Uses in the C-3 Zoning District. Website: https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-30272. Accessed March 4, 2021.

property with a residential zoning classification as set forth in the Fullerton Municipal Code Section 15.30.050.B.1. The Municipal Code states that any portion of a structure over 10 feet in height shall be set back 1 foot for each foot over 10 feet from any property with a residential zone classification. A portion of the proposed building along the north elevation is located adjacent to R-2 and R-3 zoned properties. This Development Concession would permit a portion of the building along the alley to be set back 15 feet instead of 30 feet.

As shown in Exhibit 6a, the ground level of the proposed 3-story building would contain the commercial area and open terrace/outdoor seating in the southeast corner of the site. An L-shaped driveway would provide access via the alley north of the site, and parking would be located in the northern and center portions of the site. The business portions of the two 2-story live-work units would be located in the eastern portion. Two 2-story residential units would be located in the southern portion of the site. Landscaping would be provided throughout the project perimeter, as shown on Exhibit 7.

As shown in Exhibit 6b, the second level would contain the living quarters of the two live-work units, the second floor of two 2-story residential units, four single-story residential units, and the first stories of the six 2-story residential units. A green terrace would be located in the middle of this floor. A corridor would connect the residential units to the green terrace and staircases.

As shown in Exhibit 6c, the third level would contain the second story of the six 2-story residential units, six single-story residential units, a corridor, and staircases.

1.4.1 - Site Access and Parking

Access to the project site would be provided via a vehicular entrance along the alley north of the project site, which would also provide access to the parking spaces on the first level. The proposed project would provide 37 parking spaces, which would exceed the required number of spaces . Of the 37 parking spaces, 32 would be reserved for residents, and five spaces would be provided for the commercial use. The proposed parking stalls would be located in the ground floor parking lot. Resident parking would be managed through a mix of assigned and unassigned spaces. As a condition of approval, the proposed project would be required to provide a Parking Management Plan prior to construction.

The proposed project is eligible for the Density Bonus provisions of Fullerton Municipal Code 1.17.120.H.1 and Government Code Section 65915. Section 15.17.120.H.1 of the Fullerton Municipal Code, as amended by the Government Code effective January 1, 2021, which establishes parking standards for projects that provide affordable dwelling units, requires one on-site parking space for every unit with up to one bedroom and one and a one-half on-site parking spaces for every unit with two to three bedrooms. The proposed project would provide 32 spaces for residential uses, which would exceed the requirement of 26, as discussed previously.

Pedestrian access would be provided via the sidewalks on Highland Avenue and Valencia Drive. The site would provide bicycle parking as required by the California Green Building Standards Code. In addition, residents would have access to public transit in the project vicinity. Orange County Transportation Authority (OCTA) Route 26, with a stop located on Commonwealth Avenue, and OCTA

Route 43, with a stop located on Harbor Boulevard, are both within a 0.5-mile walk of the project site. The Metrolink Fullerton train station and bus depot are slightly over a 0.5-mile walk from the project site.

1.4.2 - Landscaping and Open Space

The proposed project would provide 5,700 square feet of common open space, which would include landscaping, the green terrace on the second level, and an open terrace on the east side of the site. Community amenities would include an outdoor lounge with seating, firepits, entertainment counter with bar seating, and a built-in barbeque area. Landscaping would include trees, shrubs, and ground cover primarily along the frontage of Highland Avenue and Valencia Drive, as shown in Exhibit 7. Tree species would include olive, Australian willow, African sumac, Italian cypress, deciduous flowering trees, and evergreen flowering trees. Each unit is also provided with private open space in the form of a patio area.

1.4.3 - Architectural Design

The proposed building would have a Spanish Colonial Revival architectural style, with a smooth stucco finish exterior, a clay tile roof, wrought iron and wood elements, and wall planters. The building orientation and articulation would reduce massing and create a streetscape of interest along Highland Avenue and Valencia Drive. The proposed building frontage would utilize pedestrian-oriented design with paved walkways, low wall entry accents, and landscaping to provide visual interest for pedestrians and customers as well as providing nearby residents with opportunities to walk to retail and service business consistent with the purpose of the Neighborhood Center Mixed-Use Community Development Type (Exhibits 7a through Exhibit 7d).

1.4.4 - Outdoor Lighting

The proposed project would include new sources of lighting, including outdoor security lighting, landscape lighting, and string lighting in the outdoor seating area, as well as lighting for sidewalks.

1.4.5 - Construction

The construction is anticipated to start in the winter of 2022 and would last approximately 5 months.

1.4.6 - Operation

The proposed residential units and commercial space would be managed through an off-site property management company. Property management personnel would be available to address routine maintenance, leasing, and tenant issues during normal business hours, with emergency response available during all other hours.

1.5 - Project Design Features

Due to the residential uses on the project site, the Applicant has incorporated the following Project Design Features (PDF) to reduce potential impacts to nearby residences from lighting and glare.

Aesthetics Design Features

PDF AES-1 The outdoor lighting for all common areas shall be shielded and directed downward.

1.6 - Required Discretionary Approvals

The City of Fullerton has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Draft IS/MND. In order to implement the proposed project, the Applicant must secure the following permits/approvals:

- General Plan Revision to change the site's existing General Plan land use designation from Commercial to Neighborhood Center Mixed-Use.
- Zone Amendment to amend the existing project site zoning from G-C to C-3.
- Major Site Plan Review for review of the site improvements and compliance with the applicable development standards.
- Minor Exception to allow a portion of the building to encroach into the 10-foot street setback along Valencia Drive.
- Development Concession and Parking Ratios for the provision of affordable housing as provided under State Density Bonus law and associated Affordable Housing Agreement.

1.7 - Intended Uses of this Document

This Draft IS/MND has been prepared to determine the appropriate level of environmental documentation required for the proposed project pursuant to CEQA. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 20 days, during which comments concerning the analysis contained in the Draft IS/MND should be sent to:

Heather Allen, Planning Manager
303 West Commonwealth Avenue
Fullerton, CA 92832
Phone: 714.738.6884
Email: heather.allen@cityoffullerton.com

Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

14120006 • 03/2021 | 1_regional.mxd

CITY OF FULLERTON
HIGHLAND AND VALENCIA MIXED-USE DEVELOPMENT PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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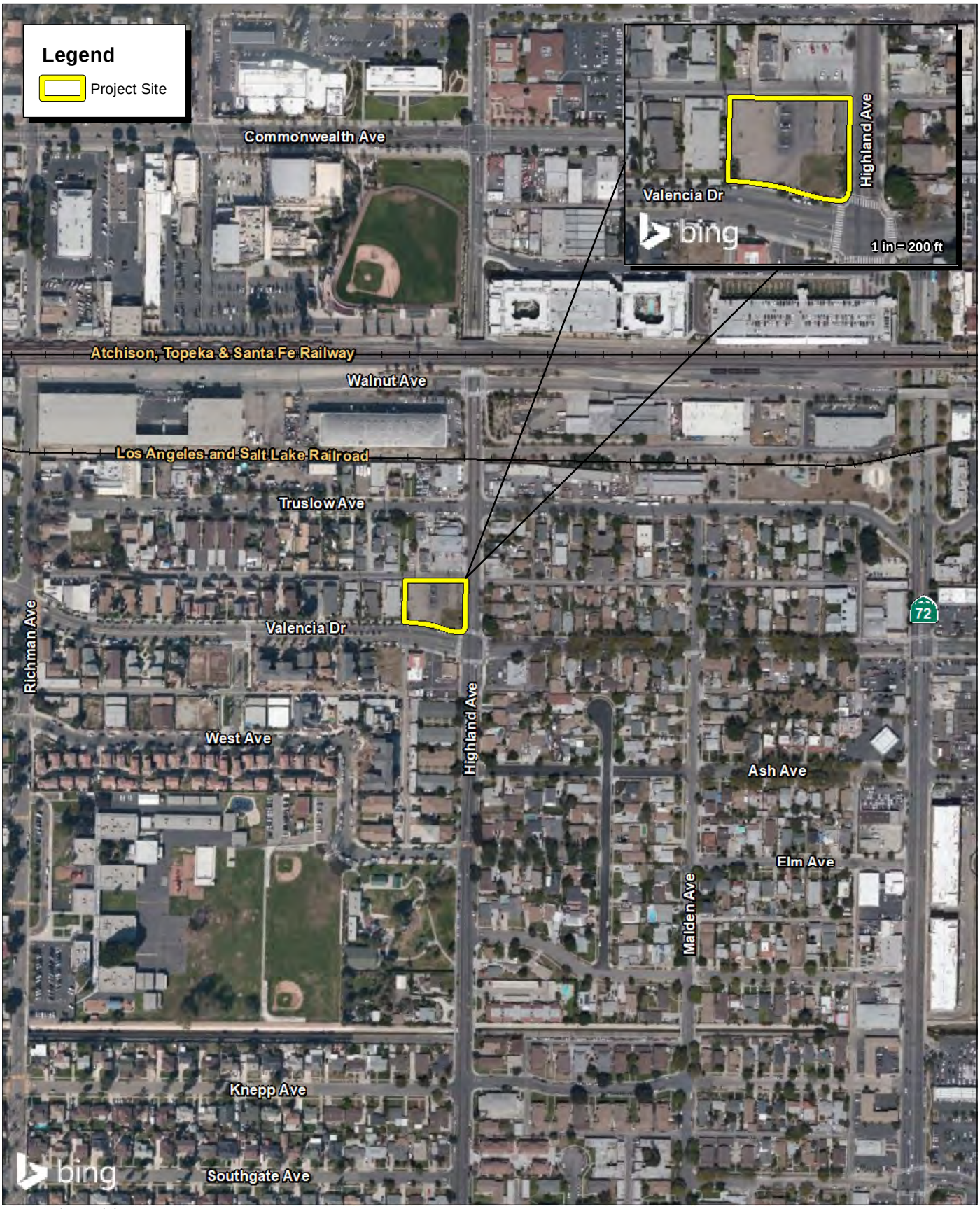

Source: Bing Aerial Imagery.

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400 200 0 400 Feet

Exhibit 2
Local Vicinity Map

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Source: ESRI Aerial Imagery. City of Fullerton GIS Data.

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200 100 0 200
Feet

Exhibit 3
General Plan Land Use Map

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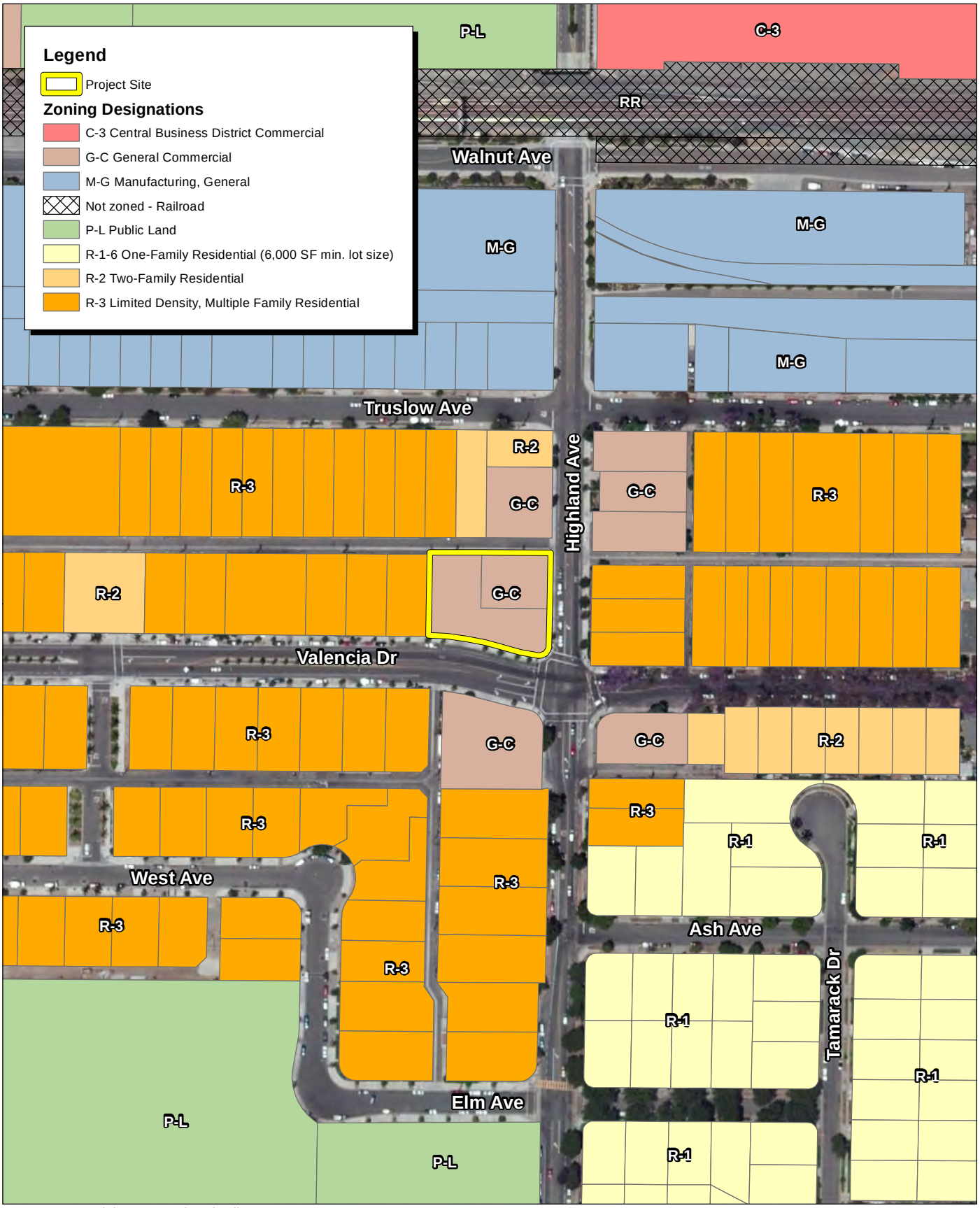

Source: ESRI Aerial Imagery. City of Fullerton GIS Data.

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200 100 0 200 Feet

Exhibit 4
Zoning Map

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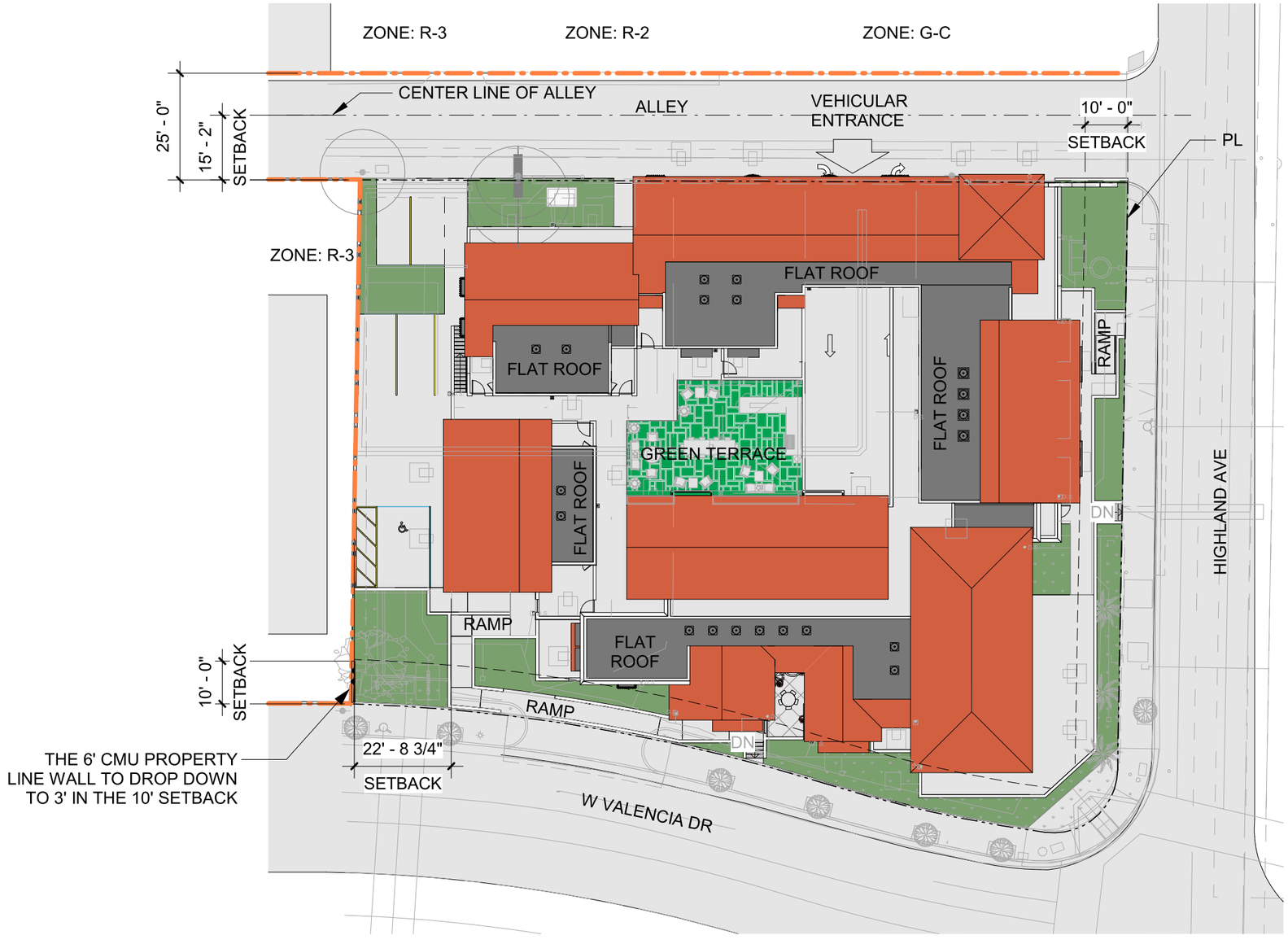
LEGEND - SITE

- PARKING SPACES FOR COMMERCIAL
- LANDSCAPE
- CONCRETE PAVEMENT PER LANDSCAPE
- ELEC. TRANSFORMER
- FIRE DEPT. LADDER PAD
- STOP BAR FOR EXITING VEHICLES
- PROPERTY LINES
- ENTRANCE GATE
- POWER POLE
- AC UNIT PER MECH.
- DOWNSPOUT
- ADA PATH OF TRAVEL
- EV ELECTRIC VEHICLE CHARGING STATION



Source: IDS Group, 2/13/2021.

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Exhibit 5
Site Plan

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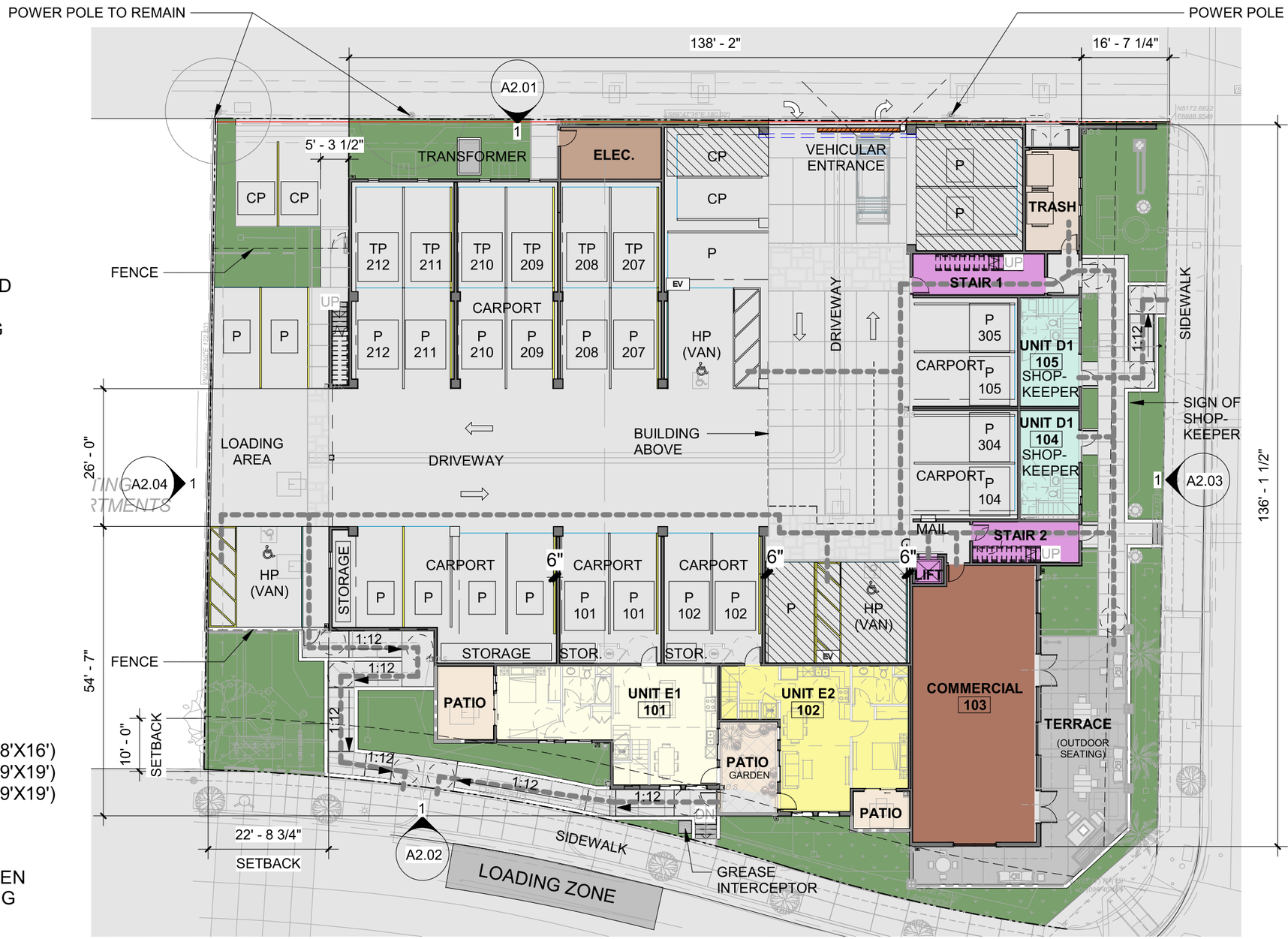
LEGEND - SITE

- PARKING SPACES FOR COMMERCIAL
- LANDSCAPE
- CONCRETE PAVEMENT PER LANDSCAPE
- ELEC. TRANSFORMER
- FIRE DEPT. LADDER PAD
- STOP BAR FOR EXITING VEHICLES
- PROPERTY LINES
- ENTRANCE GATE
- POWER POLE
- AC UNIT PER MECH.
- DOWNSPOUT
- ADA PATH OF TRAVEL
- EV ELECTRIC VEHICLE CHARGING STATION

KEYNOTES - PARKING:

CP:	COMPACT PARKING	(8'X16')
P:	STANDARD PARKING	(9'X19')
TP:	TANDEM PARKING	(9'X19')
HP:	ACCESSIBLE PARKING (VAN 17'X19' + 14'X19')	

* 6" SPACE PROVIDED BETWEEN WALL AND ADJACENT PARKING SPACE



COLOR SCHEME

- COMMERCIAL
- ELEC.
- LIFT
- PATIO
- STAIR 1
- STAIR 2
- TERRACE
- TRASH
- UNIT D1
- UNIT E1
- UNIT E2

Source: IDS Group, 2/13/2021.

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Exhibit 6a
Floor Plan Level 1

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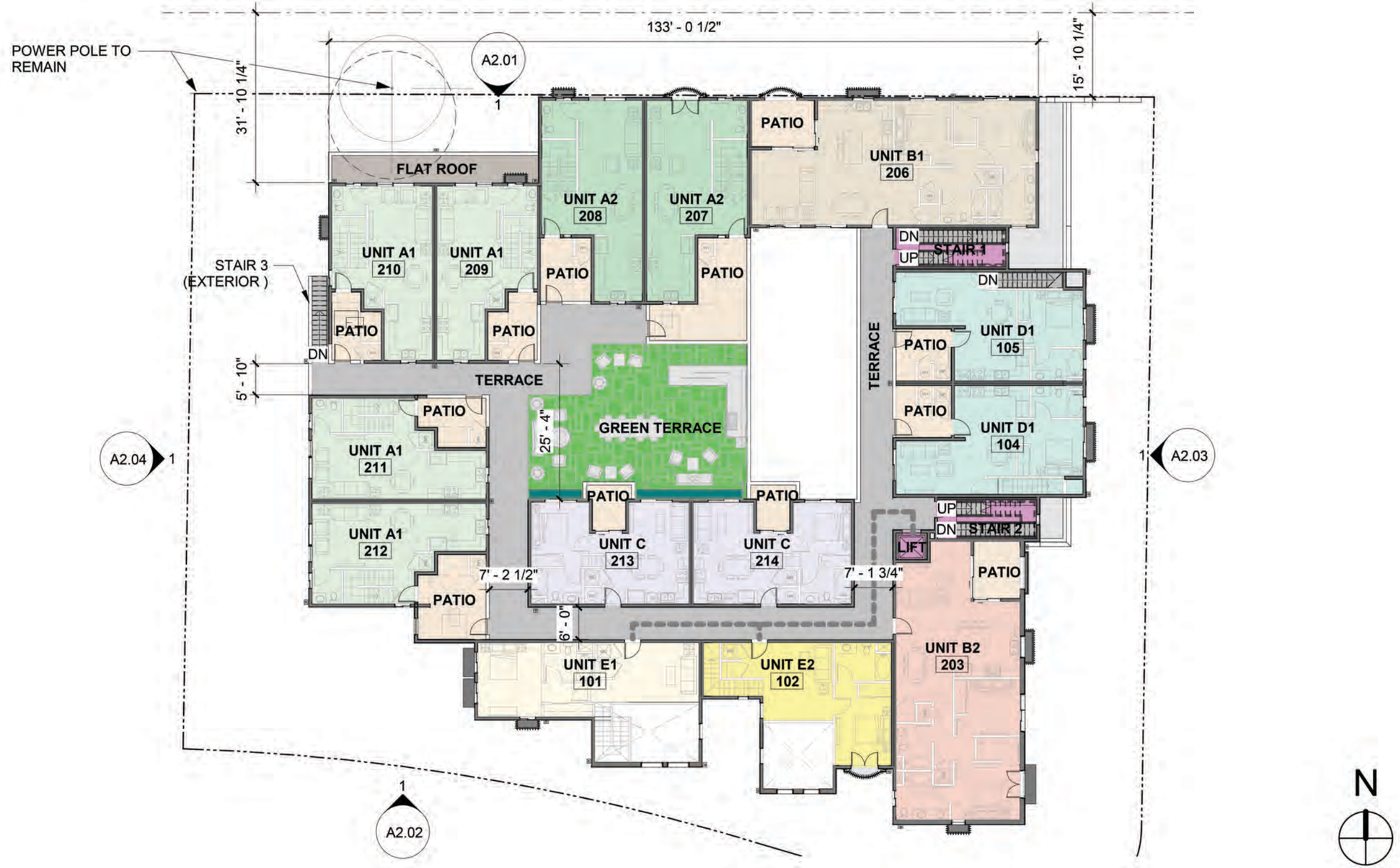
COLOR SCHEME

- FLAT ROOF
- GREEN TERRACE
- LIFT
- PATIO
- STAIR 1
- STAIR 2
- TERRACE
- UNIT A1
- UNIT A2
- UNIT B1
- UNIT B2
- UNIT C
- UNIT D1
- UNIT E1
- UNIT E2



Source: IDS Group, 2/13/2021.

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Exhibit 6b
Floor Plan Level 2

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COLOR SCHEME

- PATIO
- STAIR 1
- STAIR 2
- TERRACE
- UNIT A1
- UNIT A2
- UNIT B1
- UNIT B2
- UNIT C
- UNIT D2

Source: IDS Group, 2/13/2021.

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Exhibit 6c
Floor Plan Level 3

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*Conceptual images (provided herein are conceptual and subject to change)

LEGEND

1. Corner retail outdoor area with table, chair seating and string lighting structure above for mixed retail patrons.
2. Fire pit with casual seating / built-in seat-wall.
3. Corner primary retail monument / signage feature, per separate submittal.
4. Secondary retail monument / signage feature, per separate submittal.
5. Mailboxes, per Architect.
6. Enhanced vehicular paving (colored concrete with pavers).
7. Enhanced pedestrian paving (colored concrete or pavers).
8. Proposed buildings, per Architect.
9. Decorative pots set within common landscape.
10. Short term bike parking (1 bike rack to accommodate 2 bike stalls).
11. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
12. Proposed tree, per Planting Plan.
13. Trash area, per Architect.
14. 4' wide natural colored concrete walk & retail / shopkeeper units paving, with light top-cast finish and saw-cut joints.
15. 4' wide residential unit entry concrete walks, natural colored with light top-cast finish and saw-cut joints.
16. Accessible parking stall and striping, per Civil plans.
17. Guest parking stall, per Civil plans.
18. Utilities, per Civil plans.
19. Private patio / yard area, homeowner maintained.
20. Existing public sidewalk tree well to remain, per Civil plans.
21. Common area landscape, builder installed and HOA maintained.
22. Property line.
23. Public street R.O.W.
24. Existing public street sidewalk / cross-walk, per Civil plans.
25. Transformer to be screened with landscape, quantity and final locations to be determined.

*Conceptual images (provided herein are conceptual and subject to change)

0 5' 10' 20'
Scale: 1" = 10'

Source: Studio Pad Landscape Architecture, 2/15/2021.

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Exhibit 7
Landscape Plan

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3/32" = 1'-0"

LEGEND - DETAIL & MATERIAL

1. CLAY ROOF TILE BY MCA
2. METAL PANEL WITH DECORATIVE PATTERN
3. PORTLAND CEMENT 30/30 COLORTEK EXTERIOR STUCCO SMOOTH FINISH BY OMEGA
4. VINYL WINDOW BY VPI QUALITY, DARK BROWN
5. FRENCH DOOR & SLIDING PATIO DOOR BY MILGARD, DARK BROWN
6. JULIET BALCONY BY RALEIGH WROUGHT IRON
7. WALL PLANTER BY RALEIGH WROUGHT IRON
8. METAL AWNING
9. OUTDOOR LIGHTING FIXTURE
10. RAMP & LOW WALL
11. TRASH ROOM GATE
12. GARDEN GATE, WROUGHT IRON
13. WALL PLANTER/FLOWER POT
14. EXPOSED RAFTER TAILS (WOOD/WOOD SUBSTITUTE)
15. TIMBER POST AND BEAM
16. ARCADE WINDOW, DARK BROWN
17. ROOF GABLES

Source: IDS Group, 2/13/2021.

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Exhibit 8a
Elevation North

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LEGEND - DETAIL & MATERIAL

1. CLAY ROOF TILE BY MCA
2. METAL PANEL WITH DECORATIVE PATTERN
3. PORTLAND CEMENT 30/30 COLORTEK EXTERIOR STUCCO SMOOTH FINISH BY OMEGA
4. VINYL WINDOW BY VPI QUALITY, DARK BROWN
5. FRENCH DOOR & SLIDING PATIO DOOR BY MILGARD, DARK BROWN
6. JULIET BALCONY BY RALEIGH WROUGHT IRON
7. WALL PLANTER BY RALEIGH WROUGHT IRON
8. METAL AWNING
9. OUTDOOR LIGHTING FIXTURE
10. RAMP & LOW WALL
11. TRASH ROOM GATE
12. GARDEN GATE, WROUGHT IRON
13. WALL PLANTER/FLOWER POT
14. EXPOSED RAFTER TAILS (WOOD/WOOD SUBSTITUTE)
15. TIMBER POST AND BEAM
16. ARCADE WINDOW, DARK BROWN
17. ROOF GABLES

Source: IDS Group, 2/13/2021.

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Exhibit 8b
Elevation South

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3/32" = 1'-0"

LEGEND - DETAIL & MATERIAL

1. CLAY ROOF TILE BY MCA
2. METAL PANEL WITH DECORATIVE PATTERN
3. PORTLAND CEMENT 30/30 COLORTEK EXTERIOR STUCCO SMOOTH FINISH BY OMEGA
4. VINYL WINDOW BY VPI QUALITY, DARK BROWN
5. FRENCH DOOR & SLIDING PATIO DOOR BY MILGARD, DARK BROWN
6. JULIET BALCONY BY RALEIGH WROUGHT IRON
7. WALL PLANTER BY RALEIGH WROUGHT IRON
8. METAL AWNING
9. OUTDOOR LIGHTING FIXTURE
10. RAMP & LOW WALL
11. TRASH ROOM GATE
12. GARDEN GATE, WROUGHT IRON
13. WALL PLANTER/FLOWER POT
14. EXPOSED RAFTER TAILS (WOOD/WOOD SUBSTITUTE)
15. TIMBER POST AND BEAM
16. ARCADE WINDOW, DARK BROWN
17. ROOF GABLES

Source: IDS Group, 2/13/2021.

FIRSTCARBON SOLUTIONS™

Exhibit 8c
Elevation East

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LEGEND - DETAIL & MATERIAL

1. CLAY ROOF TILE BY MCA
2. METAL PANEL WITH DECORATIVE PATTERN
3. PORTLAND CEMENT 30/30 COLORTEK EXTERIOR STUCCO SMOOTH FINISH BY OMEGA
4. VINYL WINDOW BY VPI QUALITY, DARK BROWN
5. FRENCH DOOR & SLIDING PATIO DOOR BY MILGARD, DARK BROWN
6. JULIET BALCONY BY RALEIGH WROUGHT IRON
7. WALL PLANTER BY RALEIGH WROUGHT IRON
8. METAL AWNING
9. OUTDOOR LIGHTING FIXTURE
10. RAMP & LOW WALL
11. TRASH ROOM GATE
12. GARDEN GATE, WROUGHT IRON
13. WALL PLANTER/FLOWER POT
14. EXPOSED RAFTER TAILS (WOOD/WOOD SUBSTITUTE)
15. TIMBER POST AND BEAM
16. ARCADE WINDOW, DARK BROWN
17. ROOF GABLES

Source: IDS Group, 2/13/2021.

FIRSTCARBON SOLUTIONS™

Exhibit 8d
Elevation West

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☒	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☒	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 07/16/2021 Signed: Heather R Allen

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less than significant impact. The southern portion of the City is relatively flat. Existing buildings and adjacent roadways are the dominant visual elements in this portion of the City. The northern portion of the City is dominated by gently rolling hills, which offer long range views and broad vistas. As identified in The Fullerton Plan, scenic vistas within the City include views of the West and East Coyote Hills from the southern portion of the City, as well as distant views of the City and surrounding region from within these areas.

The project site is in the southern portion of the City and in a developed area. A distant view of the Puente Hills is available to vehicle drivers and pedestrians traveling north on Highland Avenue. In addition, views from the project site are of the surrounding residential neighborhood and the commercial area on Valencia Street, which are mostly 1- to 2-story tall. The proposed project involves the construction of a 3-story mixed-use building that would be 40 feet tall at its highest point. The height of the proposed building would be slightly taller than the surroundings development; however, the proposed project would not obstruct views of the West and East Coyote Hills for those traveling along Highland Avenue. The redevelopment of the project site would not substantially alter existing views of the City from the Coyote Hills or Puente Hills. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No impact. There are currently no officially designated State Scenic Highways that run through the City of Fullerton. Additionally, while the General Plan does identify several scenic corridors and rural streets,[6, 7] there are no scenic corridors and rural streets in the vicinity of the project site. Therefore, the proposed project would not have an impact on scenic resources within a State Scenic Highway, scenic corridor, or rural street.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The proposed project is in an urbanized area and not near any scenic resources. The Applicant is requesting approval of a Minor Exception to allow a portion of the building to encroach into the 10-foot street setback along Valencia Drive, but this proposed encroachment would reduce massing and would help create a streetscape of aesthetic interest. The proposed project would be consistent with applicable zoning and other regulations governing scenic quality. In addition, the proposed project would incorporate The Fullerton Plan FEIR Mitigation Measure (MM) AES-1, MM AES-2, and MM AES-3 as standard conditions SC AES-1, SC AES-2, and AS AES-3, respectively, to reduce visual impacts during construction. Therefore, impacts would be less than significant.

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

Less than significant impact. The proposed project is located in a developed area with existing lighting sources. Lighting in the area originates from vehicle headlights, traffic signals, and signage, as well as from residences and commercial uses. Street lighting currently exists along Highland Avenue and Valencia Drive.

The proposed project would construct 20 residential apartments, including two work live units, 37 parking spaces, and 1,152 square feet of ground floor commercial space. Project lighting would include light sources typically used in multi-family residential developments including outdoor lighting for security and wayfinding. The proposed project would include a corner commercial outdoor seating area with string lighting structures on the corner of Highland Avenue and Valencia Drive. Landscape lighting would be provided throughout the project site. All lighting installed within the City would be subject to compliance with the provisions of the Fullerton Municipal Code, which includes specific standards for the provision of lighting in the various residential and non-residential

[6] City of Fullerton. 2012. The Fullerton Plan. Exhibit 10: Scenic Corridors. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=22683. Accessed April 4, 2021.

[7] City of Fullerton. 2012. The Fullerton Plan. Exhibit 9: Rural Streets. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=22683. Accessed April 4, 2021.

zones. Implementation of PDF AES-1 would ensure that lighting within the common areas is shielded and directed downward to minimize lighting impacts to residences adjacent to these areas.

Reflected light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Materials known to cause glare, such as mirrored/reflective glass would not be used by the project. Thus, the proposed project is not anticipated to generate noticeable glare. While the proposed project would increase the amount of light and glare, it would be consistent with other commercial and residential development in the surrounding area. Compliance with the Fullerton Municipal Code provisions and PDF AES-1 would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects, light spillover onto adjacent properties, or conflicts with adjacent land uses. As such, consistency with the Fullerton Municipal Code would ensure that potential impacts associated with light and glare would be less than significant. Therefore, impacts would be less than significant.

Project Design Features

PDF AES-1 The outdoor lighting for all common areas shall be shielded and directed downward.

Standard Conditions

SC AES-1 For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties.

SC AES-2 Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris.

SC AES-3 Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.2 Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Would the project:

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

No impact. According to the Department of Conservation California Important Farmland Finder, nearly the entirety of the City of Fullerton, including the project site, is designated as Urban and Built-Up Land and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[8] Urban and Built-Up Land is land occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately 6 structures to a 10-acre parcel.[9] The project site is developed and does not contain forest uses. The project site is designated as Urban and Built-Up Land and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert Farmland to non-agricultural use. No impact would occur.

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

No impact. The project site currently has a General Plan land use designation of Commercial and is zoned as General Commercial. No land in the City of Fullerton is subject to a Williamson Act contract.[10] No impact would occur.

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

No impact. The project site currently has a General Plan land use designation of Commercial and is zoned as General Commercial. This precludes the possibility of the proposed project conflicting with existing zoning for, or causing rezoning of, forest land, timberland, or Timberland Production. No impact would occur.

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

No impact. The project site is currently developed with a car wash, an unpaved area, driveways, a parking lot, and a vacant paved area enclosed with fencing. The project site does not contain forest land and does not have a forest use. This precludes the possibility of the proposed project resulting in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

[8] California Department of Conservation. 2016. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 18, 2021.

[9] California Department of Conservation. 2019. Important Farmland Categories. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx#:~:text=Urban%20and%20Built%2Dup%20Land,to%20a%2010%2Dacre%20parcel. Accessed March 18, 2021.

[10] California Department of Conservation, Division of Land Resource Protection. 2017. State of California Williamson Act Contract Land. Website: https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed March 18, 2021.

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

No impact. The project site does not contain any forest land, nor is the site zoned for agriculture. Thus, implementation of the proposed project would not result in changes to the environment that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use. Thus, there would be no potential for the conversion of these resources. No impact would occur.

Standard Conditions

None required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Setting

The project site is located in the South Coast Air Basin (SoCAB) and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions (Table 1). If the Lead Agency, in this case the City of Fullerton, finds that the proposed project has the potential to exceed these air pollution thresholds, the proposed project would be considered to have significant air quality impacts and would require mitigation to minimize these impacts. The SCAQMD has developed regional thresholds and localized significance thresholds (LST) to evaluate construction and operational emissions within its jurisdiction.

Regional Thresholds

Table 1: SCAQMD Regional Thresholds of Significance

Pollutant	Construction	Operation
Regional Thresholds		
NO_x	100 lbs/day	55 lbs/day

Pollutant	Construction	Operation
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

Notes:
NO_X = nitrogen oxides
VOC = volatile organic compounds
PM_{10} = particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter
SO_X = sulfur oxides
CO = carbon monoxide
lbs = pounds
Source of regional thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed May 4, 2021.

Localized Air Quality Significance Thresholds

The SCAQMD recommends that all air quality analyses include a localized assessment of both construction and operational emissions on nearby sensitive receptors. The SCAQMD has developed LSTs to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs represent maximum mass emissions from a project site that would not result in pollutant concentrations that exceed National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). LSTs are based on ambient concentrations of that pollutant within the Source Receptor Area (SRA)[11] where a project is located, distance to the nearest sensitive receptor, and size of the project site, all of which are the primary factors that influence pollutant concentrations.

The SCAQMD prepared the Final Localized Significance Threshold Methodology (dated June 2003, revised 2009) for guidance.[12] The LST Methodology assists lead agencies in analyzing localized air quality impacts, particularly CO, NO_X, particulate matter, including dust, 10 micrometers or less in diameter (PM_{10}), and particulate matter, including dust, 2.5 micrometers or less in diameter ($PM_{2.5}$). The SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres, providing specific thresholds for 1-acre, 2-acre, and 5-acre project sites. As the proposed project would disturb approximately 0.56 acre across the project site, the LSTs for a 1-acre disturbance area was used in this analysis. These LST look-up values are provided as a screening tool for identifying whether a more detailed analysis is needed to quantify localized impacts more accurately. The appropriate LSTs can be determined based on the proposed project's SRA, size, and distance to nearest sensitive receptor. The appropriate SRA for the LSTs is North

[11] A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area.

[12] South Coast Air Quality Management District (SCAQMD). 2021. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed May 4, 2021.

Orange County (SRA 16) since this area includes the project site. LSTs apply to carbon monoxide (CO), nitrogen oxides (NO_X), PM_{10} and $PM_{2.5}$. LSTs were obtained for sensitive receptors located 25 meters from the source area based on the proposed project's proximity to existing sensitive receptors.

Table 2 displays the LSTs for CO, NO_X, PM_{10}, and $PM_{2.5}$ for both construction and operational activities for with sensitive receptors 25 meters away. If a project exceeds an applicable LST, then the SCAQMD recommends that project-specific air quality modeling be performed.

Table 2: SCAQMD Localized Significance Thresholds

Activity	Allowable Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction				
Construction (1-acre site)	103	522	4	3
Operation				
Operation (1-acre site)	103	522	1	1

Notes:
SCAQMD Mass Rate Look-Up Tables for sites in SRA 16 for sensitive receptors located 25 meters from the project site.
Source: South Coast Air Quality Management District (SCAQMD). 2009. Localized Significance Thresholds. Revised October 21. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed May 11, 2021.

Carbon Monoxide Hotspot Thresholds

The largest source of CO emissions during long-term operations of a mixed-use residential development project is typically from motor vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions.

Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light-duty vehicles have decreased tailpipe CO emissions by 96 percent for automobiles, and new cold weather CO standards have been implemented, effective for the 1996 model year. With the turnover of older vehicles, the introduction of cleaner fuels and the implementation of control technology on industrial facilities, CO concentrations in the SoCAB have steadily declined over the past 20 years.

The analysis prepared for CO attainment in the SoCAB by the SCAQMD can help evaluate the potential for CO exceedances in the SoCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan and subsequent plan updates, peak carbon monoxide concentrations in the SoCAB are due to unusual meteorological and

topographical conditions and not the impact of particular intersections.[13] Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. These modeling results and the determinations of this CO hot spot analysis is utilized in this analysis as the basis for determining whether the proposed project would result in a CO hot spot at impacted intersections and roadway segments.

Health Risk Significance Thresholds

For pollutants without defined significance standards or air contaminants not covered by the standard criteria cited above, the definition of substantial pollutant concentrations varies. For toxic air contaminants (TAC), "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered a prudent risk management level.

The SCAQMD has defined several health risk significance thresholds that it recommends Lead Agencies use in assessing a project's health risk impacts. The City of Fullerton has not adopted its own set of thresholds. Therefore, the following SCAQMD thresholds are used for this analysis.

Project-Specific Health Risk Significance Thresholds

The SCAQMD has established the following project-specific health risk significance thresholds:

- Maximum Incremental Cancer Risk: $\geq$10 in 1 million.
- Hazard Index (project increment) $\geq$1.0.

A significant impact would occur if a project's impacts exceeded any of these thresholds.

Cumulative Health Risk Significance Thresholds

When the proposed project, in combination with one or more other projects exceeds the project-specific significance thresholds, the proposed project would be considered by the SCAQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. This is the reason project-specific and cumulative significance thresholds are the same.

Would the project:

[13] California Air Resources Board (ARB). 2021. 2005 South Coast Carbon Monoxide Plan. Website: https://ww2.arb.ca.gov/resources/documents/2005-south-coast-carbon-monoxide-plan. Accessed March 11, 2021.

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

Less than significant impact. The SCAQMD CEQA Air Quality Handbook states that there are two key indicators to evaluate whether a project conflicts with or obstructs the implementation of the applicable air quality plan (2016 AQMP for the SoCAB). These indicators are (1) whether the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and, (2) whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended indicators in the SCAQMD's CEQA Air Quality Handbook, this analysis uses the following criteria to address this potential impact:

- Criterion 1: Project's contribution to air quality violations (SCAQMD's first indicator);
- Criterion 2: Assumptions in the AQMP (SCAQMD's second indicator); and
- Criterion 3: Compliance with applicable emission control measures in the AQMPs.

Criterion 1: Project's Contribution to Air Quality Violations

According to the SCAQMD, the proposed project would be consistent with the AQMP if the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

If a project's emissions exceed the SCAQMD regional thresholds for NO_X, volatile organic compounds (VOC), PM_{10} or $PM_{2.5}$, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the basin is in nonattainment (ozone, PM_{10}, $PM_{2.5}$) at a monitoring station in the basin. An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP—to achieve attainment of pollutant standards. As discussed in Impact 3(b), the proposed project would not exceed the SCAQMD regional significance thresholds or LSTs during construction or operation. Therefore, the proposed project would be consistent with the AQMP. The proposed project meets this criterion, and impacts would be less than significant.

Criterion 2: Assumptions in AQMP

According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency finding is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. The Fullerton General Plan (called The Fullerton Plan) was adopted in 2012, prior to adoption of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainability Communities Strategy (RTP), which was adopted in April 2016 and was used to inform the population and emissions growth forecast for the SCAQMD's most recent AQMP. The SCAQMD adopted its most recent, the 2016 AQMP, on March 3, 2017, which utilized the population growth forecasts contained in SCAG's 2016 RTP.

As discussed under Impact 11(b), the project Applicant is requesting a General Plan Revision to change the site's General Plan land use designation from Commercial to Neighborhood Center Mixed-Use. The purpose of the Neighborhood Center Mixed-Use designation is to establish and protect neighborhood centers that provide nearby residents with opportunities to walk to retail and service businesses, office uses, and civic gathering spaces. Intended land uses include retail, service, office, residential, plazas and parks, and public, quasi-public, and special uses. The proposed project would be consistent with the intended uses of the Neighborhood Center Mixed-Use designation. As such, the proposed project would be consistent with the land use scenario which was envisioned by the 2012 Fullerton General Plan which was utilized for the region's population growth forecasts contained in SCAG's 2016 RTP. As discussed under Impact 14(a), the proposed project would result in an estimated population growth of 59 people, which would represent approximately 0.04 percent of the City's 2020 population of 141,843 persons.[14] SCAG projects that the City's population to be 160,500 persons in 2040.[15] Thus, the proposed project would not exceed SCAG's 2040 population forecast for the City. Moreover, the nominal increase in population would be consistent with the growth projections in The Fullerton Plan Final Environmental Impact Report (FEIR), which forecasted the City's population to be 165,303 persons and 56,130 dwelling units in 2030.[16] Therefore, the proposed project would not adversely affect growth assumptions within the AQMP. The impact for this criterion would be less than significant.

Criterion 3: Control Measures

The proposed project would be required to comply with all applicable rules and regulations of the SCAQMD. Because the proposed project includes earthmoving activity, SCAQMD Rule 403 would apply. SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires the implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs). These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 miles per hour; and establishing a permanent ground cover on finished sites. The proposed project's compliance with SCAQMD Rule 403 would result in consistency with the applicable AQMP control measures.

Summary

In summary, the proposed project would meet all three criteria for determining consistency with the AQMP. The proposed project would not result in a regional or localized exceedance of criteria air

[14] State of California. 2019. Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, With 2010 Benchmark, January 1, 2019. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/documents/E-5_2020_Internet_Version.xlsx. Accessed May 5, 2021.

[15] Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Demographics & Growth Forecast, Adopted April 2016. Website: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557. Accessed May 5, 2021.

[16] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices, Section 5.2: Population, Housing, and Employment. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8942. Accessed May 5, 2021.

pollutants and would not exceed the growth assumptions in the AQMP. The proposed project would comply with all applicable SCAQMD rules and regulations. Accordingly, proposed the project would not conflict with or obstruct implementation of the applicable air quality plans, and therefore, the impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Less than significant impact. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. The region is currently nonattainment for ozone, PM_{10}, and $PM_{2.5}$. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the SoCAB, and this regional impact is a cumulative impact. To clarify, new development projects (such as the proposed project) within the SoCAB would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new developments that would increase air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in emissions that exceed SCAQMD regional or localized thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts would not generate cumulatively considerable emissions.

Localized Significance Thresholds

As previously discussed, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through LSTs, which the proposed project is located within SRA 16, North Orange County. The localized thresholds also depend on the distance to the impacted receptor from the source of emissions. The nearest sensitive receptors are the residences immediately to the west of the proposed project, which are within 25 meters of the proposed project boundary.

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2, was used to estimate construction emissions. Construction of the proposed project would include demolition, site preparation, grading, building construction, paving, and architectural coating activities.[17] Table 3 displays the model's default construction schedule for a project of this size, as confirmed by the project Applicant on March 9, 2021, and demonstrates that the proposed project would be

[17] The proposed project would develop 20 dwelling units and approximately 1,152 square feet of commercial space; however, it should be noted that at the time this air quality analysis was prepared, it was anticipated that the commercial space would total approximately 2,143 square feet.

constructed over approximately six months, beginning as early as December 2021. If the construction schedule moves to later years, construction and operational emissions may decrease because of improvements in technology and more stringent regulatory requirements as older, less fuel-efficient equipment is gradually replaced by newer and more fuel-efficient equipment. Please see Appendix A for more detailed modeling information.

Table 3: Proposed Construction Schedule

Activity	Start Date	End Date	Days per Week	Total Days
Demolition	12/1/2021	12/14/2021	5	10
Site Preparation	12/15/2021	12/15/2021	5	1
Grading	12/16/2021	12/17/2021	5	2
Building Construction	12/18/2021	5/6/2022	5	100
Paving	5/7/2022	5/13/2022	5	5
Architectural Coating	5/14/2022	5/20/2022	5	5

The localized analyses use thresholds that represent the maximum project emissions that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. If the proposed project results in emissions that do not exceed the LSTs, it follows that those emissions would not cause or contribute to a local exceedance of the appropriate ambient air quality standard. The localized assessment methodology limits the emissions in the analysis to those generated from on-site activities. The on-site emissions generated during construction are compared with the LSTs and summarized in Table 4. The emissions estimates shown therein incorporate required regulatory compliance, such as SCAQMD Rule 403. Note that because of the way the CalEEMod model is constructed, compliance with SCAQMD Rule 403 is reflected as mitigation in the output, although compliance with Rule 403 is mandatory and, therefore, not considered mitigation under CEQA. As shown therein, the construction of the proposed project would not exceed the SCAQMD's construction LSTs.

Table 4: Unmitigated Construction Localized Significance Analysis

Activity	Maximum Daily On-site Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction Year 2021				
Demolition (2021)	7.3	7.6	1.4	0.5
Site Preparation (2021)	7.8	4.0	0.5	0.3
Grading (2021)	7.3	7.6	0.9	0.6
Building Construction (2021)	8.0	7.3	0.5	0.4
Construction Year 2022				
Building Construction (2022)	7.0	7.2	0.4	0.3

Activity	Maximum Daily On-site Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Paving (2022)	5.9	7.0	0.3	0.3
Architectural Coating (2022)	1.4	1.8	0.1	0.1
Maximum Daily On-site Emissions (pounds)	**8.0**	**7.6**	**1.4**	**0.6**
Localized Significance Threshold	103	522	4	3
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
Emissions displayed above incorporate compliance with SCAQMD Rule 403 Fugitive Dust.
Source: Appendix A

The CalEEMod model Version 2016.3.2 was used to estimate operational emissions that would occur during operation of the proposed project. Operational emissions are generated based on area, energy, and mobile sources. Area sources would include activities such as landscape maintenance, consumer product usage, and occasional application of architectural coatings. Energy sources would include natural gas combustion for space and water heating. Mobile sources would include vehicle trips associated with vehicles accessing the project site. In consultation with the City of Fullerton, FCS determined that the Institute of Transportation Engineers (ITE) Code 220 (Apartments Low Rise) and ITE Code 826 (Strip Mall) would be the most appropriate classifications to determine project-generated vehicle trips.

The on-site emissions during operation are compared with the LSTs and summarized in Table 5 below. Emissions that would be generated during operation of the existing land uses on the project site are not presented here. Existing operational emissions would be generated by the use of consumer products, fertilizers, and degreasers; the combustion of natural gas for space heating and appliance operation; and the operation of vehicles by the existing facility's employees and patrons. Therefore, emissions presented in Table 5 represent a conservative assessment of emissions generated by the proposed project. As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs. Most of the proposed project's mobile-source emissions would occur on the local and regional roadway network away from the proposed project, and only on-site mobile source emissions need to be included in this analysis. A trip length of 0.1 mile was used in the modeling input assumptions to estimate on-site emissions from mobile sources. As shown in Table 5, emissions during operation do not exceed the LSTs.

Table 5: Operational Localized Significance Analysis

Emissions Source	Maximum On-site Daily Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	0.3	1.8	< 0.1	< 0.1
Energy	0.1	< 0.1	< 0.1	< 0.1
On-Site Mobile	0.6	1.0	< 0.1	< 0.1

Emissions Source	Maximum On-site Daily Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily On-site Operational Emissions	**1.0**	**2.8**	**0.1**	**< 0.1**
Localized Significance Thresholds (1-acre)	**103**	**522**	**1**	**1**
Exceeds Any Threshold?	**No**	**No**	**No**	**No**
Source of Emissions: Appendix A. Source of thresholds: SCAQMD Mass Rate Look-Up Tables for a 1-acre site in SRA 16 for sensitive receptors located 25 meters from the project site.				

As shown in Table 4, the localized construction analysis demonstrates that the proposed project would not exceed the LSTs for NO_X, CO, PM_{10}, or $PM_{2.5.}$ Further, as shown in Table 5, on-site project operational emissions would not exceed the operational LSTs for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction or operations.

Regional Air Quality Thresholds

Table 6 summarizes construction-generated regional emissions with standard conditions incorporated. As previously mentioned, the proposed project would be required to comply with standard SCAQMD regulations, such as implementing SCAQMD Rule 403, which would reduce fugitive dust emissions. Table 6 displays construction-generated project emissions with the incorporation of SCAQMD Rule 403. For more detailed information on modeling inputs, please refer to Appendix A.

The information shown in Table 6 demonstrates that the SCAQMD regional emission thresholds would not be exceeded during construction activities. Therefore, the short-term construction emissions are considered to have a less than significant regional impact.

Table 6: Regional Construction Air Pollutant Emissions by Activity

Activity	Emissions (tons per year)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Year 2021						
Demolition (2021)	0.9	9.9	8.6	<0.1	1.7	0.6
Site Preparation (2021)	0.7	7.8	4.2	<0.1	0.6	0.3
Grading (2021)	2.7	71.6	26.2	0.2	5.5	2.0
Building Construction (2021)	0.9	8.8	8.3	<0.1	0.8	0.5
Construction Year 2022						
Building Construction (2022)	0.8	7.8	8.1	<0.1	0.7	0.4
Paving (2022)	0.8	6.0	7.6	<0.1	0.5	0.3
Architectural Coating (2022)	31.8	1.4	2.0	<0.01	0.2	0.1

Activity	Emissions (tons per year)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum Daily On-site Emissions (lbs.)	**31.8**	**71.6**	**26.2**	**0.2**	**5.5**	**2.0**
Regional Daily Threshold (lbs. per day)	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Emissions displayed above incorporate compliance with SCAQMD Rule 403 Fugitive Dust.
NO_X = oxides of nitrogen; VOC = volatile organic compounds; CO = carbon monoxide; SO_x= sulfur oxides
PM_{10} = particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter
Emissions displayed above incorporate compliance with SCAQMD Rule 403 Fugitive Dust.
Source of emissions: Appendix A. Emissions totals may vary slightly due to rounding.
Source: Appendix A

Operational Regional Emissions

Daily operational emissions were estimated for the summer and winter seasons. The maximum daily operational emissions between the summer and winter seasons, as derived from the CalEEMod model, are shown in Table 7. Modeling results for both seasons are found in Appendix A.

Table 7 presents the operational emissions generated by the proposed project. Emissions that would be generated during operation of the existing land uses on the project site are not presented here. Existing operational emissions would be generated by the use of consumer products, fertilizers, and degreasers; the combustion of natural gas for space and water heating and appliance operation; and the operation of vehicles by the existing facility's employees and patrons. Therefore, emissions presented in Table 7 represent a conservative assessment of emissions generated by the proposed project. The information shown in Table 7 demonstrates that the SCAQMD regional emission thresholds would not be exceeded during operation of the proposed project. Therefore, the long-term operational emissions are considered to have a less than significant regional impact.

Table 7: Regional Operational Air Pollutant Emissions by Activity

Activity	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.6	0.3	1.8	< 0.1	< 0.1	< 0.1
Energy	< 0.1	0.1	< 0.1	< 0.1	< 0.1	< 0.1
Mobile	0.4	1.7	5.3	< 0.1	2.0	0.6
Total	**1.0**	**2.0**	**7.1**	**<0.1**	**2.1**	**0.6**
SCAQMD Air Quality Significance Thresholds	55	55	550	150	150	55

Activity	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
For each source, the maximum emissions between summer and winter are shown.
NO_X = oxides of nitrogen; VOC = volatile organic compounds; CO = carbon monoxide; SO_x= sulfur oxides
PM_{10} = particulate matter, including dust, 10 micrometers or less in diameter
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter.
Source: Appendix A

Conclusion

As indicated in Table 4 and Table 5, the proposed project would not exceed SCAQMD LSTs during construction or operation. Additionally, as indicated in Table 6 and Table 7, the proposed project would not exceed SCAQMD thresholds during construction or operation. However, The Fullerton Plan FEIR requires that all project within the City implement FEIR MM AQ-1 through MM AQ-8, which includes applicable SCAQMD rules and regulations as well as other control measures, to further reduce project impacts. These mitigations have been incorporated into the proposed project as SC AQ-1 through SC AQ-8. Therefore, the proposed project's impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide and CO), commercial and/or industrial facilities would be considered sensitive receptors. The nearest sensitive receptors to the proposed project would be the multi-family residences approximately 10 feet west of the project site.

Naturally Occurring Asbestos

Asbestos is a fibrous mineral that is both naturally occurring in ultramafic rock (a rock type commonly found in California), and used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence, or in its use as a building material. In addition, the ARB approved an Air Toxic Control Measure for construction, grading, quarrying, and surface mining operations to minimize emissions of naturally occurring asbestos (NOA). The regulation requires application of BMPs to control fugitive dust in areas known

to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities.

The California Division of Mines and Geology (CDMG) has a published guide for generally identifying areas that are likely to contain NOA. The CDMG map indicates NOA is not known to occur within the project area.[18] Therefore, disturbance of NOA during project construction is not a concern for the proposed project.

The other common source of asbestos is from the demolition of older structures that contain insulation materials. The proposed project would involve the demolition of a 2,000-square foot self-serve car wash; however, the car wash is not anticipated to contain much or any asbestos due to it not containing habitable spaces. Nonetheless, asbestos may be found in the existing building and the proposed project would be required to obtain a demolition permit from the City of Fullerton, which would require implementation of measures that would mitigate potential asbestos exposure. Therefore, the proposed project would result in less than significant impacts related to exposure of sensitive receptors to naturally occurring asbestos.

Construction: Diesel Particulate Matter

The proposed project would generate diesel exhaust, a source of diesel particulate matter (DPM), during project construction. On-site emissions of DPM occur during construction from heavy-duty construction equipment and vendor trucks that operate on project sites.

Construction activities that would generate DPM emissions are short-term in nature (duration of construction is estimated to be 6 months). Moreover, the current methodological protocols required by the SCAQMD and ARB when studying the health risk posed by DPM assume the following: (1) 24-hour constant exposure; (2) 350 days a year; (3) for a continuous period lasting 30 years. In addition, as shown in Impact 3(b), the proposed project would not exceed the LST for construction-generated criteria pollutants. Therefore, the proposed project would not expose receptors to substantial criteria pollutant concentrations from construction activities. Considering the dispersion of the emissions, the short construction time frame, and the less-than-significant impact related to LSTs which indicates no further analysis would be required, exposure to diesel particulate matter is anticipated to be less than significant.

Operation: Toxic Air Pollutants

The proposed project would not include any substantial sources of TAC emissions. Nonetheless, the proposed project would expose new sensitive receptors to existing sources of TACs. Major sources of TACs include autobody shops, distribution centers, industrial manufacturing sites, landfills, truck stops, farming operations, power plants, quarries, and similar land uses. No land uses fitting these descriptions are present in the project vicinity. Furthermore, the ARB advises the siting of new sensitive land uses (e.g., residences) greater than 500 feet from freeways or roadways that receive 100,000 vehicles per day.[19] As presented in the City's Traffic Volumes for 2019, no roadways within

[18] United States Geological Survey (USGS). 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California. Website: https://pubs.usgs.gov/of/2011/1188/. Accessed May 11, 2021.

[19] California Air Resources Board (ARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Website: https://ww3.arb.ca.gov/ch/handbook.pdf. Accessed March 8, 2021.

500 feet of the project site experience 100,000 vehicles per day or greater.[20] Moreover, the closest freeway from the project site is SR-91, approximately 4,700 feet south of the project site. Therefore, operation of the proposed project would not expose on-site sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

Operation: CO Hotspot

As previously discussed, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods in the SCAQMD's 1992 CO Plan. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood).[21] These analyses did not predict a violation of CO standards. The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. Therefore, if operation of the proposed project results in less than 100,000 daily vehicle trips at affected intersections or roadways segments under Existing Plus Project conditions, then a less-than-significant CO impact would occur.

The Fullerton Traffic Volumes for 2019 identifies existing traffic volumes for the nearby intersection of West Valencia Drive and South Highland Avenue, which is the intersection that would conceivably receive nearly 100 percent of project-generated traffic, with an estimated 18,200 daily vehicle trips. The proposed project's vehicle trip generation was estimated utilizing ITE Code 220 (Apartments Low Rise) and ITE Code 826 (Strip Mall). Utilizing these ITE codes, the proposed project is estimated to generate approximately 198 weekday vehicle trips, 211 Saturday vehicle trips, and 149 Sunday vehicle trips. As a result, the proposed project would not cause nearby roadway segments or intersections to exceed 100,000 daily vehicle trips. Therefore, the proposed project would not significantly impact air quality for local CO or expose receptors to substantial CO concentrations from operational activities.

Conclusion

As demonstrated above, nearby sensitive receptors would not be exposed to substantial pollutant concentrations during the construction or operation of the proposed project. Therefore, the proposed project would result in a less than significant impact.

d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often

[20] City of Fullerton. 2019. Fullerton Traffic Volumes 2019. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=27325. Accessed May 11, 2021.

[21] South Coast Air Quality Management District (SCAQMD). 2003. Final 2003 AQMP Appendix V, Modeling and attainment Demonstrations. August. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2. Accessed March 11, 2021.

generating citizen complaints to local governments and regulatory agencies. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomach-ache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, cough, and asthma exacerbation.[22]

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations.[23] The SCAQMD's resolution activity for odor compliance is mandated under California Health and Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (Valley Air District) has a screening distance for odor sources. Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source are not likely to have a significant impact. These screening distances by type of odor generator are listed in Table 8.

Table 8: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

[22] South Coast Air Quality Management District (SCAQMD). 2007. Final 2007 AQMP Appendix I, Health Effects. Website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2007-air-quality-management-plan/2007-aqmp-appendix-i.pdf. Accessed March 4, 2021.

[23] Ibid.

Odor Generator	Screening Distance
Source: San Joaquin Valley Air Pollution Control District (Valley Air District). n.d. Air Quality Thresholds of Significance – Odors. Website: https://www.valleyair.org/transportation/GAMAQI-2015/GAMAQI-Criteria-Pollutant-Thresholds-of-Odors.pdf. Accessed March 4, 2021.	

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive DPM exhaust properties, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.

Operational-related Odors

The proposed project would demolish an existing 2,000-square-foot car wash and construct a 3-story mixed-use residential building designed to accommodate 20 dwelling units and approximately 1,152 square feet of commercial space. Residential and commercial developments are not typical odor-generating land uses. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. The proposed project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the proposed project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

The Project as a Sensitive Receptor

As a predominantly residential project, the proposed project has the potential to place sensitive receptors near existing odor sources. The project site is not located within 2 miles of a wastewater treatment facility or a petroleum refinery. There are no solid waste facilities or other major odor generating sources listed in Table 8 within their respective screening distance of the project site. Therefore, the proposed project would not introduce sensitive receptors which may be exposed to substantial existing odor impacts. This impact would be less than significant.

Standard Conditions

SC AQ-1 Prior to issuance of any Grading Permit, the Community Development Director and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In

addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- On-site vehicle speed shall be limited to 15 miles per hour; ƒ All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized; ƒ Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; ƒ Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; ƒ A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- Replace ground cover in disturbed areas as quickly as possible.

SC AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City of Fullerton how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).

SC AQ-3 The following measures shall be implemented to reduce VOC emissions resulting from application of architectural coatings:

- Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

SC AQ-4 Prior to issuance of any Grading Permit, the Community Development Director and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept on-site during construction. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.

SC AQ-5 Electricity from power poles shall be used instead of temporary diesel or gasoline powered generators to reduce the associated emissions. Approval shall be required by the City of Fullerton Building and Safety Division prior to issuance of grading permits.

SC AQ-6 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

SC AQ-7 Building and grading permits shall include a restriction that limits idling of construction equipment on-site to no more than five minutes.

SC AQ-8 Proposed development projects that are subject to CEQA shall have construction related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Setting

The project site lies within the southern portion of the City of Fullerton in Orange County. The project site is developed and surrounded by urban development in all directions, with residential neighborhoods to the north, east, and west, and commercial development to the north and south. The project site is currently developed with a 24-hour self-serve car wash facility, driveways, a parking lot, a vacant paved area with fencing, and an unpaved area in the southeastern corner.

The information in this section is based on the biological database searches conducted for the proposed project. The database search results can be found in Appendix B of this Draft IS/MND.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

Less than significant impact. An FCS Biologist reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), a special-status species and plant community account database, the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system, and the California Native Plant Society Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database for the *Anaheim, California* USGS 7.5-minute Topographic Quadrangle Map and its eight neighboring quads.

The literature search found that 43 special-status plant species and 48 special-status animal species have been recorded within the regional vicinity of the project site. Of these species, five special-status plants and 17 special-status animal species have been recorded within 5 miles of the project site (Appendix B). The overwhelming majority of these species are not expected to occur due to the lack of suitable habitat on the project site, the project site being situated outside of their known geographic range or have been have locally extirpated due to extensive urbanization and habitat modification of the surrounding area. No special-status plant species are expected to occur due the lack of natural vegetation communities and lack of suitable natural substrate present on-site.

The project site is entirely developed and contains little suitable habitat for most special-status animal species. The site does contain a few remnant ornamental trees of sufficient size to provide suitable nesting locations for native migratory or resident birds that are protected under the Migratory Bird Treaty Act (MBTA) and/or Fish and Game Code. Additionally, smaller birds could nest within the eaves of the existing buildings or on top of the several light posts and telephone poles found on-site. Suitable nesting trees are present on properties immediately adjacent the project site as well. As a result, there is still potential, albeit very low potential, that special-status birds may choose to nest on-site or within the immediate vicinity.

The development of the proposed project has the potential to impact protected bird nests due to the removal of this vegetation or indirectly harm birds though the generation of noise, lights, and other man-made disturbances that could result in the abandonment of eggs or young. Compliance with the regulatory requirements of the federal MBTA, and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which protect active nests of avian species including common raptor species, is required and is identified as a standard condition of approval, SC BIO-1. As per SC BIO-1, removal of trees and vegetation shall be avoided during the nesting season (generally February 1 to August 31). If site-preparation activities are proposed during the nesting/breeding season, a qualified biologist shall prepare a pre-construction survey within 72 hours prior to vegetation removal to determine if active nests of species protected by the MBTA or the California Fish and

Game Code are present in the construction zone. The implementation of SC BIO-1 would ensure that any impacts related to candidate, sensitive, or special-status species remain at less than significant levels.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

No impact. The project site is entirely developed and surrounded by extensive urban development in all directions. The site does not contain any naturally occurring vegetation communities that could be considered as sensitive such as riparian or coastal sage scrub habitats. Therefore, no impact would occur.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The project site is entirely developed and no wetlands or other hydrological features that meet criteria as waters of the United States or waters of the State are present within the proposed project site. Additionally, the project site is not located adjacent to any known potentially jurisdictional water body. No impact would occur.

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

No impact. The project site is entirely developed and is surrounded in all directions by extensive urban development, including roadways and other man-made structures that serve as barriers to wildlife movement. As indicated in The Fullerton Plan, the City is largely developed and surrounded by development. Wildlife movement corridors do not occur within the City.[24] Therefore, no impact would occur.

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

Less than significant impact. The project site contains 11 trees, four of which are on-site, and seven of which are on the sidewalk. Six magnolia trees (*Magnolia grandiflora*) along the sidewalk bordering Valencia Drive would be preserved and the rest of the trees would be removed. Per Fullerton Municipal Code Section 9.06.100, the Applicant would obtain a permit from the Maintenance Services Department to remove the street tree on the sidewalk (SC BIO-2).[25] Municipal Code Section 9.06.090 states that "the City shall have trees planted in any subdivision developed within municipal boundaries."[26] The proposed project would plant an additional street tree on

[24] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices, Section 5.11: Biological Resources, page 5.11-23

[25] City of Fullerton. September 2020. Fullerton, California Municipal Code Chapter 9.06 Community Forestry. Website: https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-6372#JD_9.06.090. Accessed April 13, 2021.

[26] Ibid.

Valencia Drive as well as twenty three on-site trees. In accordance with the Fullerton Municipal Code, a landscaping plan would be submitted to the City for approval to ensure that removal and planting of trees would be in consistent with the Community Forest Management Plan.[27] Therefore, impacts would be less than significant.

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

No impact. The proposed project lies within boundaries the OCTA Natural Community Conservation Plan/Habitat Conservation Plan but it is not applicable to the proposed project. This plan only applies to highway improvement and does not apply to mixed use developments such as the proposed project. Therefore, no impact would occur.

Standard Conditions

SC BIO-1 Existing trees on-site would be removed during construction; however, all vegetation removal would be conducted in accordance with applicable regulations to avoid impacts on nesting birds and avian species, and ensuring impacts are less than significant. Notably, construction activities would be completed in compliance with the federal Migratory Bird Treaty Act, and Sections 3503, 3503.5, 3513 of the California Fish and Game Code, which protect active nests of avian species, including common raptor species, through the following measures, which will be Conditions of Approval for the project:

- Removal of trees and vegetation shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31). If site-preparation activities are proposed during the nesting/breeding season (February 1 to August 31), a pre-construction nesting bird survey shall be conducted by a qualified Biologist within 72 hours prior to vegetation removal, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located, construction may be conducted during the nesting/breeding season.
- If the biologist finds an active nest on the Project site and determines that the nest may be impacted, the Biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the Biologist, and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the

[27] City of Fullerton Maintenance Services Department Landscape Maintenance Division. 1998. Community Forest Management Plan. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=23254#:~:text=This%20Community%20Forest%20Management%20Plan,create%20a%20healthy%20community%20forest.&text=In%20addition%20to%20the%20aesthetic,environmental%20benefits%20to%20the%20community. Accessed April 13, 2021.

buffer zone until the nest is vacated. The Biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City.

SC BIO-2 All tree plantings, removals, or alterations associated with the project shall be conducted in accordance with the requirements set forth in the Fullerton Community Forestry Ordinance (Fullerton Municipal Code, Chapter 9.06 et seq.). Specifically, in compliance with Section 9.06.090, Planting Trees, prior to the issuance of a building permit, the Applicant/Developer shall submit a Plot Plan of the proposed development so the Director of Development Services can determine the tree requirements for site development. The plot plan shall:

1. Clearly show all existing trees, noting location, species, size, and condition;
2. Note whether existing trees will be retained, removed, or relocated;
3. Show proposed utilities, driveways, sidewalks and tree planting locations, and the size and species of proposed street trees; and
4. Conform with ground and aerial setback specifications, as defined in the Community Forest Management Plan.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Environmental Evaluation

Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the Native American Heritage Commission (NAHC), South Central Coastal Information Center (SCCIC), National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historic Landmarks list, California Points of Historical Interest list, California Built Environment Resource Directory (BERD) for Orange County, the City of Fullerton Historic and Heritage resource listings, and the California Digital Newspaper Collection (CDNC). Non-confidential records search results, pedestrian survey photos, and correspondence with the NAHC and Tribal representatives are included in Appendix C.

South Central Coastal Information Center

A records search and literature review were conducted on April 16, 2021, at the SCCIC for the project site and a 0.5-mile radius surrounding the project site. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, historic aerial photographs, and historic maps and evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

The results from the SCCIC indicated that there are 29 resources (one prehistoric and 29 historic) located within the 0.5-mile radius; however, no cultural resources are located within the project site. In addition, 15 area-specific survey specific reports are on file with the SCCIC for the project site and its 0.5-mile radius. Report OR-02768 addresses portions of the project site, indicating that it has previously been surveyed for cultural resources. A records search map identifying the project boundaries and a 0.5-mile search radius along with relevant non-confidential records search results can be found in Appendix C.

Pedestrian Survey

On May 5, 2021, FCS Staff Archaeologist, Natalie Adame, conducted a pedestrian survey for unrecorded cultural resources within the project site. The survey began on the southwestern corner of the project site and moved towards the east using north-south transects spaced at 15-meter intervals whenever possible. The project site is almost entirely hardscaped with a self-service car wash structure located along the northeastern section of the site, parking spaces facilitated with vacuum systems, and a grassy space located adjacent to the structure. Visibility of native soils was poor due to the majority of the site being hardscaped. In addition, there was no soil exposure in the grassy area.

Survey conditions were documented using digital photographs and field notes. During the survey, an FCS Staff Archaeologist examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No archaeological cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were observed. Photographs from the pedestrian survey can be found in Appendix C.

Historic Resources Assessment

The self-service car wash structure was constructed in 1965, is more than 50 years old, and has not previously been evaluated for historic significance. Properties more than 50 years in age are considered potentially eligible for listing in the NRHP, CRHR, or local listing and, consequently, could be considered historic resources under CEQA Guidelines. Using information obtained from the SCCIC, BERD, CDNC, historic aerial photographs, City building permit records, and historic City directory

records, an FCS Historian evaluated the building against the following CRHR eligibility criteria, which are based on NRHP Standards A–D:

> **Criterion 1: Event.** It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
>
> **Criterion 2: Person.** It is associated with the lives of persons important to local, California, or national history.
>
> **Criterion 3: Architecture.** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
>
> **Criterion 4: Information Potential.** It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The assessment concluded that the car wash does not appear to meet any of the criteria for historic and/or architectural significance required for listing on the CRHR. As such, it should not be considered a historical resource under CEQA. The building also does not appear to possess sufficient artistic merit or historical association to meet a local standard for historical importance. FCS prepared a California Department of Parks and Recreation (DPR) recordation form for the structure, which can be found in Appendix C.

Native American Heritage Commission

On March 3, 2021, FCS sent a request on behalf of the City of Fullerton, in compliance with Senate Bill (SB) 18 and Assembly Bill (AB) 52 to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project area. A response was received on March 15, 2021, indicating that the Sacred Lands File search failed to locate the presence of Native American cultural resources within the immediate project area. The NAHC provided a list of 16 Tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by the proposed project are addressed, a letter containing project information requesting any additional information was sent to each tribal representative on March 19, 2021. A response was received on March 25, 2021, from the Juaneño Band of Mission Indians, Acjachemen Nation, requesting a copy of the California Historical Resources Information System (CHRIS) records report once it was received and information on when the structure was built, to give a frame of reference if it was built before or after the implementation of the 1981 CEQA Guidelines (AB 952). This information was provided to the Tribe, and on June 10, 2021, the Tribe indicated that there were no concerns about the proposed project. No other responses have been received to date. Correspondence related to the NAHC letters and Tribal representatives can be found in Appendix C.

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

Less than significant impact. Records search results from the SCCIC indicate that there are 29 historic-era resources within the 0.5-mile radius of the project boundaries, but none recorded within the boundaries of the project area. The pedestrian survey conducted on May 5, 2021, identified one structure more than 50 years of age; however, a subsequent assessment of the property performed by an FCS Historian determined that the structure is ineligible for listing in the NRHP and should not be considered a potential historic resource under CEQA.

While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. Accordingly, The Fullerton Plan FEIR MM CR-3 would be incorporated into the proposed project as SC CR-1, which would ensure that there are no potential impacts to historic resources that may be discovered during project construction.I Impacts associated with historic resources would be less than significant.

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

Less than significant impact. The records search conducted at the SCCIC for the project site determined that 29 resources have recorded within a 0.5-mile radius, one of which is a prehistoric archaeological site, and none of which are located within the project site. An intensive pedestrian survey conducted on May 5, 2021, failed to identify any archaeological resources within the project site. The project site is entirely hardscaped, and native soils have been highly disturbed by previous construction activity. This, in addition to its location, makes the discovery of subsurface archaeological resources unlikely.

While the records search and survey data indicate the likelihood of encountering archaeological resources during project construction is low, there is always a possibility that subsurface excavation may encounter previously undiscovered prehistoric archaeological resources. Such resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Implementation of SC CR-1 would ensure that this potential impact remains at a less-than-significant level.

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

Less than significant impact. As noted above, the project site is previously developed and mostly hardscaped with heavy auto and foot traffic. Therefore, the potential for human remains to be discovered during ground disturbing activities is considered low. While it is highly unlikely that the presence of human remains exists within or near the project site, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section

15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. The Fullerton Plan FEIR MM CR-4 further specifies the procedures to follow in the event human remains are uncovered, which has been incorporated into this document as SC CR-2. Along with compliance with these guidelines and statutes, implementation of SC CR-2 would ensure that potential impacts related to human remains are less than significant.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

Less than significant impact. A review of the CRHR, local registers of historic resources, a records search conducted at the SCCIC, and an NAHC Sacred Lands File search failed to identify any listed TCRs that may be adversely affected by the proposed project. As such, no known listed TCRs will be adversely affected by the proposed project. Furthermore, implementation of SC CR-1 and SC CR-2 would ensure any impacts to undiscovered TCRs encountered during project construction would be remain at a less than significant level.

e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant impact. In compliance with SB 18 and AB 52, FCS and the City of Fullerton mailed notices containing a project map and information to all the tribes identified by the NAHC who are geographically, traditionally, and culturally affiliated with the project area on March 19, 2021. A response was received on March 25, 2021, from the Juaneño Band of Mission Indians, Acjachemen Nation, requesting a copy of the CHRIS report once it was received and information on when the structure was built, to give a frame of reference if it was built before or after the implementation of the 1981 CEQA Guidelines (AB 952). This information was sent to the tribe on March 30, 2021; on June 10, 2021, the tribe indicated that there were no concerns about the proposed project. No additional responses have been received to date.

To date, the Lead Agency, the City of Fullerton, has not identified any additional significant TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. As such, no known significant TCRs will be adversely affected by the proposed project. Furthermore, implementation of SC CR-1 and SC CR-2 would ensure any impacts to undiscovered TCRs encountered during project construction would remain at a less than significant level.

Standard Conditions

SC CR-1 In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall immediately cease all earth disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to CR-2, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Fullerton, to evaluate the significance of the finding and appropriate course of action (refer to Mitigation Measures CR-1, CR-2, and CR-4 in The Fullerton Plan EIR). If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

SC CR-2 In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 Energy *Would the project:*				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact.

Construction Impacts

The construction schedule is anticipated to begin in the winter of 2022 and conclude approximately 5 months later. If the construction schedule moves to later years, construction fuel consumption may decrease because of improvements in technology and more stringent regulatory requirements as older, less fuel-efficient equipment is gradually replaced by newer and more fuel-efficient equipment. The proposed project would require demolition, site preparation, grading, building construction, architectural coating, and paving activities. Construction would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition, site clearing, and grading), and the actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The types of on-site equipment used during the construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of 6,223 gallons of diesel fuel over the entire construction duration (Appendix A).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated including trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB Emissions Factors model (EMFAC) mobile source emission model. Appendix A includes the

specific parameters used to estimate fuel usage. In total, the proposed project is estimated to require a combined 2,272 gallons of gasoline and diesel for vehicle travel during construction.

Other equipment could include construction office trailers. Singlewide mobile office trailers, commonly used in construction staging areas, generally range in size from 160 square feet to 720 square feet. A typical 720-square-foot office trailer would consume approximately 4,506 kWh during the 6-month construction schedule (Appendix A).

The overall construction schedule and process are already designed to be efficient to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited.

Operational Impacts

The proposed project would consume energy as part of building operations and transportation activities. Table 9 summarizes the project energy consumption. Energy consumed by the operation of the existing land uses on the project site are not presented here. Existing operational energy demand would be generated through the use of natural gas for space and water heating and appliance operation, the use of electricity for building and space lighting and operation of electrified building components such as elevators, and the use of vehicle fuel by the existing facility's employees and patrons traveling to and from the project site. Therefore, energy consumption presented in Table 9 represents a conservative assessment of energy demand generated by the proposed project.

Table 9: Estimated Annual Project Energy Consumption

Energy Consumption Activity	Annual Consumption
Electricity	
Residential Electricity	83,203 kWh/year
Parking Electricity	13,876 kWh/year
Retail Electricity	24,482 kWh/year
Natural Gas	
Residential Natural Gas	255,192 kBTU/year
Retail Natural Gas	4,280 kBTU/year
Fuel	
Operational Fuel Consumption[1]	33,460 gallons of gasoline and diesel
Total Electricity	**121,560 kWh/year**
Total Natural Gas	**259,472 kBTU/year**
Total Fuel Consumption	**33,460 gallons**

Energy Consumption Activity	Annual Consumption
Notes: kWh = kilowatt-hour kBTU = kilo-British Thermal Unit VMT = Vehicle Miles Traveled [1] Operational Fuel Consumption based on EMFAC2014 Emissions Inventory, Vehicle Classification (Fleet Mix) EMFAC2007 Categories. The calculations are for the year 2022 when the project will be operational and for Orange County, where the project is located (Appendix A).	

Operation of the proposed project would consume an estimated 121,560 kilowatt-hour (kWh) of electricity and an estimated 259,472 kilo-British Thermal Unit (kBTU) of natural gas annually. The proposed project building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These standards are widely regarded as the most advanced building energy efficiency standards, and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.

Project-related vehicle trips would consume an estimated 33,460 gallons of gasoline and diesel annually. The proposed project is located in an urbanized area of the City of Fullerton and would introduce high-density residential units close to jobs, amenities, and services. The project site would be developed to facilitate pedestrian connectivity to adjacent land uses and would provide bicycle parking.

Regional access to the project site is provided via SR-57 (2.93 miles from the project site), SR-91 (0.91 miles from the project site), and I-5 (2.99 miles from the project site). In addition, the project site is 0.4 mile from the Fullerton Transportation Center (FTC), a hub for all modes of public transportation. Commuter rail service (Metrolink) is provided from the FTC to Los Angeles Union Station on two separate lines on a daily basis. Public bus transit services are provided by OCTA within the City of Fullerton. Bus routes link various destinations within the City and throughout the county, including Cal State Fullerton, Fullerton College, the Anaheim Transportation Center, Angel Stadium, and Disneyland. The FTC also provides access to private taxi services and secure bicycle storage. Thus, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Impacts would be less than significant.

Summary

As discussed in this analysis, the proposed project's combined construction and annual operational energy uses would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Thus, the proposed project's construction and operational energy use would not result in a significant impact on the environment.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. The proposed project would be served with natural gas provided by the Southern California Gas Company (SoCalGas). SoCalGas has set a voluntary goal to reduce their own

electricity usage. Their energy conservation program seeks to (1) reduce greenhouse gas (GHG) emissions, (2) advance new technologies in energy-efficiency and emerging, renewable energy, and (3) lower estimated electricity consumption at company facilities through comprehensive energy-efficiency retrofits and incorporation of energy-efficient measures into new construction.[28] Therefore, a natural gas company would serve the proposed project that strives for increased use of renewable energy sources and energy conservation.

The proposed project would be served with electricity provided by Southern California Edison (SCE), which was required to meet California's Renewable Portfolio Standard (RPS) standards of 33 percent by 2020. SCE's 2019 power mix included 35.1 percent eligible renewable (biomass and waste, geothermal, eligible hydroelectric, solar, and wind), 7.9 percent large hydroelectric, 16.1 percent natural gas, 8.2 percent nuclear, and 32.6 percent unspecified sources of power.[29] SCE also offers the SCE Green Rate 50 Percent option, which includes 67.5 percent eligible renewable (geothermal, solar, and wind), 4 percent large hydroelectric, 8.1 percent natural gas, 4.1 percent nuclear, and 16.3 percent unspecified sources of power. SCE also offers the SCE Green Rate 100 Percent option, which includes 100 percent eligible renewable (solar).[30] SCE would be required to meet California's RPS of 60 percent by 2030 and carbon-free electricity by 2045. Therefore, an electric company would serve the proposed project that strives for increased use of renewable energy sources and energy conservation.

The proposed project would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings as applicable. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), indoor and outdoor lighting, and rooftop solar for the residential portion of the proposed project. Incorporating the Title 24 standards into the design of the proposed project would ensure that the proposed project would not result in the use of energy in a wasteful manner.

Fullerton Climate Action Plan

The City of Fullerton Climate Action Plan (CAP) contains several policies that intend to improve energy efficiency in the design and operation of new developments that apply to the proposed project. For instance, Measure E-1 aims to reduce electrical generation through energy conservation strategies, Measure E-2 encourages energy and resource-efficient practices and building design for projects, and Measure E-4 supports maximum energy conservation through proactive site, building, and building systems design, materials, and equipment for all new housing developments.

The proposed project would include several design features that would conserve energy and demonstrate consistency with the CAP's energy-efficiency objectives. As previously discussed, the proposed project would be designed and constructed to the latest energy efficiency building standards and Title 24 requirements, which includes rooftop solar for the residential portion of the

[28] Southern California Gas Company (SoCalGas). 2021. Aspire 2045: Sustainability and Climate Commitment to Net Zero. March 23. Website: https://www.socalgas.com/sites/default/files/2021-03/SoCalGas_Climate_Commitment.pdf. Accessed May 12, 2021.
[29] Southern California Edison (SCE). 2020. 2019 Power Content Label. Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf. Accessed May 6, 2021.
[30] Ibid.

proposed project. Additionally, the proposed project would be pedestrian-accessible via sidewalks on Highland Avenue and Valencia Drive. Class II bike lanes are provided on both Highland Avenue and Valencia Drive, which can be easily accessed by bicyclists who live or work in the proposed mixed-used development via the pedestrian entry ways along Highland Avenue and Valencia Drive.[31] The proposed project would further provide connectivity to the public sidewalk system, transit stops, nearby employment, and shopping centers, schools, parks, and other parcels for ease of pedestrian and cyclist access.

The proposed project would comply with existing State energy standards and energy conservation policies in the City's CAP. As such, the proposed project would not conflict with State or local renewable or energy efficiency objectives. Impacts would be less than significant.

Summary

As illustrated in this analysis, implementing the proposed project would not conflict with the reduction measures proposed in California's RPS, California's Energy Efficiency Standards, or Title 24 building construction standards. In addition, the proposed project would not conflict with the energy efficiency objectives of the City of Fullerton CAP. In summary, the proposed project would not conflict with any State or local plan for renewable energy or energy efficiency. This impact would be less than significant.

Standard Conditions

None required.

Mitigation Measures

None required.

[31] City of Fullerton. 2012. City of Fullerton Bicycle Master Plan. Exhibit 3.1 Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8282. Accessed May 6, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology and Soils *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Evaluation

The analysis in this section is based, in part, on the Geotechnical Investigation and Percolation Study prepared by Albus-Keefe & Associates, Inc.[32] and the Preliminary Water Quality Management Plan

[32] Albus-Keefe & Associates, Inc. 2018. Geotechnical Investigation and Percolation Study. November.

(WQMP) prepared by IDS Civil Engineers.[33] Copies of these reports are provided in Appendix D and F, respectively.

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

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

Less than significant impact. No known active faults are within the project site nor does the site lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.[34] The closest known active fault is the Puente Hills Fault located approximately 0.37 mile from the project site. Therefore, potential for ground rupture due to an earthquake beneath the site is considered low. Impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact with mitigation incorporated. The City of Fullerton, similar to the rest of California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. As discussed above, the closest fault is the Puente Hills Fault located approximately 0.37 mile from the project site.

During the life of the proposed improvements, the proposed project would likely experience similar moderate to occasionally high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. The proposed project would be required to incorporate necessary design and structural elements to resist strong ground motion in compliance with the California Building Standards Code (CBC).

Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. The Fullerton Plan FEIR did not include specific mitigation related to seismic ground shaking. Therefore, the proposed project would implement a new project-specific mitigation measure, MM GEO-1. Thus, adherence to the CBC requirements (Standard Condition SC-GEO-1), as well as MM GEO-1, which includes incorporation of recommendations from the geotechnical investigation to ensure structure stability, would reduce impacts related to strong seismic shaking to less than significant.

[33] Kimley-Horn. 2021. Preliminary Water Quality Management Plan.
[34] Albus-Keefe & Associates, Inc. 2018. Geotechnical Investigation and Percolation Study. November.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact with mitigation incorporated. According to the Geotechnical Investigation and Percolation Study (Geotechnical Investigation) (Appendix D), the site is located within a mapped liquefaction hazard zone by the California Geologic Survey. Historic groundwater is determined to at 45 feet below the existing ground surface. The use of well-reinforced foundations, such as post-tensioned slabs, grade beams with structural slabs, or mat foundations have been proven to adequately provide basal support for similar structures during comparable liquefaction events. Project-specific MM GEO-1, which requires the recommendations in the Geotechnical Investigation and Percolation Study to be implemented during site grading, would reduce impacts related to liquefaction to be less than significant.

iv) Landslides?

Less than significant impact. The project site and surrounding areas are located on relatively flat land and is not located in a landslide zone. The project site and surrounding areas are developed and urbanized. Therefore, impacts would be less than significant.

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

Less than significant impact. The on-site grading and earthwork activities to create the proposed project would result in ground surface disruption that could create the potential for short-term erosion by wind and water to occur. All demolition and construction activities on-site would be subject to compliance with the CBC. Compliance with the CBC and implementation of the WQMP BMPs would minimize effects from erosion and ensure consistency with the Santa Ana Regional Water Quality Control Board (RWQCB) Water Quality Control Plan. Once construction is complete, disturbed surfaces would be stabilized through vegetation or pavement. Therefore, substantial soil erosion or loss of topsoil is not expected to occur during long-term operations.

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

Less than significant impact with mitigation incorporated. As stated previously, the proposed project is not subject to landslides. Additionally, lateral spreading is not a significant risk at the site.[35]

Subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. Subsidence is generally related to the substantial overdraft of groundwater or petroleum reserves from underground reservoirs. The project site does not lie above an oil field or drinking water production well.[36] Therefore, the proposed project would have a less than significant impact related to subsidence.

As stated previously, the site is located within a mapped liquefaction hazard zone by the California Geologic Survey. However, liquefaction risks can be mitigated to a less than significant level with the

[35] Albus-Keefe & Associates, Inc. 2018. Geotechnical Investigation and Percolation Study. November.
[36] Robin Environmental Management. 2015. Phase I Environmental Site Assessment. July.

implementation of MM GEO-1. MM GEO-1 requires that recommendations from the geotechnical investigation be incorporated into project plans to provide a well-reinforced foundation to adequately provide basal support for the proposed project during liquefaction events. Impacts would be less than significant with mitigations incorporated.

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

Less than significant impact with mitigation incorporated. According to laboratory test results and the Unified Soil Classification System visual manual classification, the near-surface soils within the site are generally anticipated to possess a Very Low expansion potential. There is a possibility of a higher expansion potential due to the interlayered nature of the site. The proposed project would implement MM GEO-1, which requires applicable recommendations from the Geotechnical Investigation and other applicable Code to be incorporated into all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits. Therefore, project impacts would be less than significant with implementation of MM GEO-1.

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

No Impact. The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

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

Less than significant impact with mitigation incorporated. As discussed in the Paleontological Record Search (Appendix D), the surface of the entire project site consists solely of young Holocene alluvial fan deposits. The surrounding 0.5-mile search area also includes middle to early Pleistocene alluvial fan deposits just north of the search area. Paleontological records search on the University of California Museum of Paleontology database focused on the late Pleistocene deposits in the Anaheim quadrangle. The results were negative—no recorded vertebrate or plant localities were revealed. Additionally, the natural surface of the project site is heavily disturbed by prior development.

To reduce potential impacts from an inadvertent discovery, should ground disturbance activities exceed 10 feet, a professional Paleontologist would provide the construction crew with a Worker Environmental Awareness Program (WEAP) on recognizing the kind of fossils that could be encountered. If potential fossils are encountered, no further disturbance in the area of discovery shall occur until the qualified Paleontologist has assessed the find (MM GEO-2). Therefore, impacts would be less than significant with mitigation incorporated.

Standard Conditions

SC GEO-2 The proposed project is required to conform to the seismic design parameters of the 2019 California Building Code and the 2019 California Green Building Standards

Code (or applicable adopted code at the time of plan submittal or permit issuance), as set forth in Title 14 of the City of Fullerton's Municipal Code at the time the grading plans are submitted.

Mitigation Measures

Project Specific MM GEO-1

Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements.

Project Specific MM GEO-2

Should proposed ground disturbance exceed 10 feet, a professional Paleontologist shall provide the construction crew with a Worker Environmental Awareness Program (WEAP) on recognizing the kind of fossils that could be encountered. In the event of a paleontological discovery the Paleontologist shall be alerted, and the construction crew shall flag the area. No further disturbance in the flagged area shall occur until the qualified Paleontologist has cleared the area. If the specimen is not significant it shall be quickly removed, and the area cleared. If the discovery is significant the qualified Paleontologist shall notify the developer and City of Fullerton immediately. In consultation with the Applicant and/or Developer and the City of Fullerton, the qualified Paleontologist shall develop a plan of mitigation which will likely include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Setting

SCAQMD GHG Thresholds

The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that local lead agencies could use in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA Greenhouse Gas Significance Threshold (Interim GHG Thresholds) that lead agencies could apply.[37] The working group has not provided additional guidance since the release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to the significance of GHG emissions that the lead agency can consider in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

[37] South Coast Air Quality Management District (SCAQMD). 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf Accessed May 6, 2021.

  - All land use types: 3,000 metric tons (MT) carbon dioxide equivalent (CO_2e) per year.
  - Based on land use type: residential: 3,500 MT CO_2e per year; commercial: 1,400 MT CO_2e per year; or mixed use: 3,000 MT CO_2e per year.
- Tier 4 has the following options:
  - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3: 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO_2e/SP/year for projects and 6.6 MT CO_2e/SP/year for plans
  - Option 3: 2035 target: 3.0 MT CO_2e/SP/year for projects and 4.1 MT CO_2e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

City of Fullerton GHG Thresholds

The City of Fullerton has not adopted its own quantitative GHG significance thresholds. The City's CAP states that "projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact of climate change." However, the City's CAP is designed consistent with AB 32 and has not been updated to reflect increased emissions reductions goals codified in Senate Bill (SB) 32. Therefore, the City is not able to utilize its CAP for determining project significance under CEQA Section 15183.5, which would allow the proposed project to be analyzed for consistency with the CAP in the absence of emissions quantifications. As such, the "Tier III" quantitative interim significance thresholds recommended by the SCAQMD for commercial, industrial, mixed-use, and industrial development projects is used herein to determine the proposed project's GHG emissions impact significance, as follows:

- Industrial Projects—10,000 MT of carbon dioxide equivalents (MT CO_2e) per year
- Residential, Commercial, and Mixed-Use Projects (including industrial parks, warehouses, etc.)—3,000 MT CO_2e per year

Because of the nature of the proposed project, the applicable GHG significance threshold is 3,000 MT CO_2e. If the proposed project would generate GHG emissions below the threshold, it is acceptable to conclude that the proposed project's GHG contribution would not be "cumulatively considerable" and would therefore be "less than significant" under CEQA.

Would the project:

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

Less than significant impact.

Construction Emissions

The proposed project would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, vendor and haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a contribution to GHG emissions. Construction emissions were modeled using CalEEMod Version 2016.3.2. See Appendix A for detailed modeling parameters and assumptions.

Table 10 presents the proposed project's total construction emissions, which are amortized over the assumed lifetime of 30-years following the guidance from the SCAQMD. The amortized construction emissions are then added with annual operational emissions to provide a total estimate of the project's GHG emissions.

Table 10: Estimated Construction-Related Greenhouse Gas Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
2021	
Demolition	9.5
Site Preparation	0.5
Grading	20.2
Building Construction	7.3
2022	
Building Construction	65.2
Paving	2.8
Architectural Coating	0.8
Total (2021-2022)	
Total Construction GHG Emissions	106.2
Amortized over 30 years	**4**

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals may not appear to sum exactly due to rounding.
[1] Construction GHG emissions are amortized over the 30-year lifetime of the proposed project.
Source: Appendix A

Operational Emissions

Operational or long-term emissions occur over the life of the proposed project. Sources for operational emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the project site.

- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Table 11 presents the estimated annual GHG emissions from the proposed project's operational activities. The GHG emissions generated by existing land uses are not shown here, which presents a conservative emissions assessment. As shown in Table 11, the proposed project would generate approximately 375 MT CO_2e per year after the inclusion of 4 MT CO_2e per year from project construction.

Table 11: Operational Greenhouse Gas Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Area	4.5
Energy	34.9
Mobile	323.8
Waste	0.7
Water	6.8
Amortized Construction Emissions	4
Total Annual GHG Emissions	**375**
SCAQMD Significance Threshold	**3,000**
Exceeds Significance Threshold?	**No**

Notes:
SCAQMD = South Coast Air Quality Management District
MT CO_2e = metric tons of carbon dioxide equivalent
Source: Appendix A

Summary

As shown in Table 11, the proposed project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of significance of 3,000 MT

CO_2e per year applicable to and adopted for this project. Thus, the proposed project would not have a significant contribution to construction and operational GHG emissions.

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

Less than significant impact. The City of Fullerton has a CAP, used herein as the primary local plan adopted to reduce GHG emissions of GHGs. Therefore, the proposed project is assessed for its consistency with the Fullerton CAP and the ARB's adopted 2017 Scoping Plan Update. This would be achieved with an assessment of the proposed project's compliance with CAP measures and with Scoping Plan measures.

SB 32 2017 Scoping Plan Update

The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. Originally, AB 32, the California Global Warming Solutions Act of 2006, was passed to reduce GHG emissions to 1990 levels by 2020. SB 32 extends and expands upon AB 32 by mandating that GHG emissions are reduced to 40 percent below 1990 levels by 2030. Table 12 provides an analysis of the proposed project's consistency with the 2017 Scoping Plan Update measures. As shown in Table 12, many of the measures are not applicable to the proposed project, while the proposed project is consistent with strategies that are applicable.

Table 12: Consistency with SB 32 2017 Scoping Plan Update

2017 Scoping Plan Update Reduction Measure	Project Consistency
SB 350 50 percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	**Not applicable.** This measure would apply to utilities and not to individual development projects. The proposed project would purchase electricity from a utility subject to the SB 350 Renewable Mandate. However, the proposed project would be required to comply with Title 24, Part 6, Subchapter 8, which requires new low-rise residential developments to include on-site rooftop solar.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels.	**Not applicable**. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards expected to increase in stringency over time. The proposed project would comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	**Not applicable.** This is a Statewide measure that cannot be implemented by a project applicant or lead agency. However, vehicles accessing the proposed residential and retail buildings at the project site would benefit from the standards.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Mobile Source Strategy (Cleaner Technology and Fuels Scenario). Vehicle manufacturers will be required to meet existing regulations mandated by the LEV III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million Zero Emission Vehicles (ZEVs) on the road by 2030 and increasing numbers of ZEV trucks and buses.	**Not applicable.** This measure is not applicable to the proposed project; however, vehicles accessing the proposed residential and retail buildings at the project site would benefit from the increased availability of cleaner technology and fuels. Future residents and visitors can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. Furthermore, delivery trucks and buses that would serve future residents will be made by increasing numbers of ZEV delivery trucks.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	**Not applicable.** This measure applies to owners and operators of trucks and freight operations. The proposed project is mixed use in nature and would not support truck and freight operations. It is expected that deliveries throughout the State would be made with an increasing number of ZEV delivery trucks, including deliveries that would be made to future residents and to the future retail establishments at the project site.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	**Consistent.** Consistent with SCAQMD Rule 445—Wood Burning Devices, no wood-burning devices are proposed as part of the proposed project. Natural gas hearths produce very little black carbon compared to a wood-burning fireplace; therefore, the proposed project would not include major sources of black carbon.
SB 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy (SCS) for reduction of per capita vehicle miles traveled.	**Not applicable.** The proposed project does not include the development of a Regional Transportation Plan. Furthermore, the proposed project is not within an SCS priority area.
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	**Not applicable.** The proposed project is not targeted by the cap-and-trade system regulations, and, therefore, this measure does not apply to the proposed project. However, the post-2020 Cap-and-Trade Program indirectly affects people and entities who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers.

2017 Scoping Plan Update Reduction Measure	Project Consistency
Natural and Working Lands Action Plan. The ARB is working in coordination with several other agencies at the federal, State, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce GHG emissions and to cultivate net carbon sequestration potential for California's natural and working land.	**Not applicable**. The proposed project is mixed-use development in a built-up urban area and would not be considered natural or working lands.

Source: California Air Resources Board (ARB). 2017. California's 2017 Climate Change Scoping Plan. November. Website: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf. Accessed May 12, 2021.

City of Fullerton Climate Action Plan

The City of Fullerton adopted its CAP in 2012. The CAP identifies reduction measures and implementation responsibilities that the City used to support an emission reduction target of 15 percent below 2009 levels by 2020. Many of these measures are not mandatory or apply to government agencies rather than a project applicant or lead agency. The City would impose the requirements of these measures as applicable through the project's Conditions of Approval. Table 13 shows the project compliance with all relevant measures.

Table 13: Consistency with Fullerton Climate Action Plan

CAP Measure	Project Consistency
Transportation and Mobility Strategy Objective A: Reduce Vehicle Trips	
T-1 Reduction of Single Occupant Vehicle Trips: Support Regional and sub-regional efforts to increase alternatives to and infrastructure supporting a reduction of single occupant vehicle trips.	**Consistent.** As described in question 2.6b, future project residents would be within walking distance to public transit offered at the FTC.
Transportation and Mobility Strategy Objective B: Promote Bicycle Use for Commuting and Recreation	
T-2 Inter-Jurisdiction Connections: Support efforts to maintain, expand and create new connections between the Fullerton bicycle network and the bicycle networks of adjacent cities, Orange County, and the region.	**Consistent.** The project is connected to Class II bike lanes on Highland Avenue and Valencia Drive and would not inhibit the use of bicycle by future residents and employees.
T-5 Bicycling Safety and Convenience: Support projects, programs, policies, and regulations that make bicycling safer and more convenient for all types of bicyclists.	**Consistent.** The project is connected to Class II bike lanes on Highland Avenue and Valencia Drive and would not inhibit the use of bicycle by future residents and employees.
Transportation and Mobility Strategy Objective C: Encourage Alternative Modes of Transportation	
T-7 Infrastructure for Low and Zero Emission Vehicles: Support projects, programs, policies, and regulations to encourage the development of private and/or public infrastructure facilitating the use of alternative fuel vehicles.	**Consistent.** The proposed project would be required to comply with Title 24, Part 11, Chapter 4, Section 4.106.4.2, New Multifamily Dwellings, which requires new multifamily developments to include 10 percent of residential parking spaces capable of supporting future electric vehicle supporting equipment, otherwise known as "electric vehicle (EV)-ready" parking spaces.

CAP Measure	Project Consistency
Energy Use and Conservation Strategy Objective A: Promote Renewable Energy Sources and On-site Energy Generation	
E-1 GHG Emissions from Electrical Generation: Support regional and sub-regional efforts to reduce greenhouse gas emissions associated with electrical generation through energy conservation strategies and alternative/renewable energy programs.	**Consistent.** The proposed project would purchase electricity from a utility subject to the SB 350 Renewable Mandate and the SB 100 Renewable Portfolio Standards. In addition, the proposed project would be required to comply with Title 24, Part 6, Subchapter 8, which requires new low-rise residential developments to include on-site rooftop solar.
Energy Use and Conservation Strategy Objective B: Promote Energy Efficient Design	
E-2 Energy- and Resource-Efficient Design: Support projects, programs, policies and regulations to encourage energy and resource efficient practices in site and building design for private and public projects.	**Consistent.** The proposed project is a mixed-used development that would place future residents and employees on the same property, thus locating residences and employment opportunities close to each other. This setting generally contributes to reduced energy requirements from electricity and natural gas conveyance energy consumption from reduced reliance on vehicular transportation.
E-4 Efficient Use of Energy Resources in Residential Development: The City shall encourage housing developers to maximize energy conservation through proactive site, building and building systems design, materials, and equipment. The City's goal is to provide the development community the opportunity to exceed the provisions of Title 24 of the California Building Standard Code. The City shall continue to support energy conservation through encouraging the use of Energy Star-rated appliances, other energy-saving technologies and conservation. To enhance the efficient use of energy resources, the City shall review the potential of offering incentives or other strategies that encourage energy conservation.	**Consistent.** The proposed project would be required to comply with the applicable standards in Title 24 of the 2019 California Building Standard Code (CBC). Additionally, the nature of the proposed project would not preclude the City from encouraging energy conservation.
Water Use and Efficiency Strategy Objective A: Conserve Water	
W-2 Sustainable Water Practices in New Development: Support projects, programs, policies, and regulations to encourage water efficient practices in site and building design for private and public projects.	**Consistent.** The proposed project would be required to comply with the applicable water efficiency standards in Title 24 of the 2019 CBC. In addition, the proposed project would install irrigation infrastructure in accordance with City and California water regulations, such as AB 1881.
Solid Waste Reduction and Recycling Strategy Objective B: Divert Materials from Landfill	
SW-2 Waste Reduction and Diversion: Support projects, programs, policies, and regulations to promote practices to reduce the amount of waste disposed in landfills.	**Consistent.** The proposed project would be served by Republic Services, which is required to divert waste from landfills consistent with AB 341, which established a reduction target of 75 percent waste diversion by 2020.

CAP Measure	Project Consistency
SW-3 Waste Stream Separation and Recycling: Support projects, programs, policies and regulations to expand source separation and recycling opportunities to all households (including multi-family housing), businesses, and City operations.	**Consistent.** The proposed project includes a dedicated space for refuse and recycling bins on-site.
Solid Waste Reduction and Recycling Strategy Objective C: Reduce GHG Emissions from Solid Waste	
SW-5 GHG Emissions from Waste: Supports projects, programs, policies, and regulations to reduce greenhouse gas emissions from waste through improve management of waste handling and reductions in waste generation.	**Consistent.** The proposed project includes a dedicated space for refuse and recycling bins on-site. In addition, the proposed project is not designed in such a way that would preclude future residential and nonresidential tenants from implementing volunteer waste reduction programs that can contribute to reduced waste-generated GHG emissions.
Source: City of Fullerton. 2012. The Fullerton Plan. Appendix H: Climate Action Plan. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=8991 Accessed May 6, 2021.	

As demonstrated in Table 13 above, the proposed project is consistent with the applicable climate change related policies contained within the City's CAP.

Summary

As shown in Table 12, implementation of the proposed project would not conflict with the reduction measures proposed in the SB 32 Scoping Plan. In addition, the proposed project would not conflict with the City of Fullerton CAP, as demonstrated in Table 13. In summary, the proposed plan would not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of GHGs. As shown in Impact 8a), the proposed project's combined amortized construction and annual operational GHG emissions would not exceed the applicable threshold of 3,000 MT CO_2e per year. Considering this information, the proposed plan would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of GHGs. The impact would be less than significant.

Standard Conditions

None required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Evaluation

The information in this section is based in part on the Phase I Environmental Site Assessment (Phase I ESA) prepared by Robin Environmental Management on July 17, 2015 (Appendix E).

Would the project:

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

Less than significant impact. The Fullerton Municipal Code Chapter 5.25 defines a hazardous material as any material that, because of its quantity, concentration or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.[38] Construction activities would potentially require the routine transport, use, and disposal of small amounts of hazardous materials such as fuels, paints, or solvents, which are required during construction. Operational transport, use, or disposal of hazardous substances would be limited to small quantities as required for operation of the proposed project. The proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations related to transporting, using, or disposing hazardous materials, including the Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); federal Clean Air Act; and the Occupational Safety and Health Administration (OSHA) that regulates worker safety hazards. Construction activities that involve hazardous materials would be governed by several agencies, including the California Environmental Protection Agency (Cal/EPA), California Department of Transportation (Caltrans), California Division of Occupational Safety and Health (Cal/OSHA), Department of Toxic Substances Control (DTSC), as well as applicable local regulations.

Additionally, development plans for the proposed project would also be reviewed by the City of Fullerton Fire Department for hazardous material use, safe handling, and storage, as appropriate. The Fullerton Fire Department could require that conditions of approval be applied for the project Applicant to reduce hazardous material impacts, if applicable. Compliance with the provisions of these agencies would ensure that the routine transport, use, or disposal of hazardous materials does not create a significant hazard to the public. Therefore, impacts would be less than significant.

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

Less than significant impact. As discussed in Impact 9(a), the proposed project would require the routine transport, use, and disposal of small amounts of hazardous materials during construction and operation. However, these materials would be in limited quantities and would not pose a substantial risk to the public or the environment. The proposed project would not use or store large quantities of hazardous materials.

The Phase I ESA states that the existing building on the project site was constructed in 1965, prior to the year 1978 when commercial usage of friable asbestos-containing materials (ACMs) was banned by the federal government. Based on the type of the existing building on the project site, which is a self-serve car wash, the likelihood for friable ACMs (ACMs of concern) to be present on the project site is considered minimal.

[38] City of Fullerton. 2021. Fullerton Municipal Code Chapter 5.25. Website: https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-3956. Accessed May 5, 2021.

Additionally, the Phase I ESA states that the existing building was constructed in 1965, prior to the year 1978 when lead-based paint in exterior and interior coating for commercial use was banned by the federal government. In 1978, the federal government banned the use of lead-based paint in residential applications; however, usage in general industry continued at a decreased rate. Lead-based paint presents a hazard through inhalation or ingestion of paint chips or vapor fumes. Therefore, the proposed project would be required to comply with all applicable State and local regulations for the abatement, handling, and disposal of ACMs and lead-based paint, including but not limited to, the SCAQMD's Rule 1403 for abatement and the implementation of OSHA regulations for the handling and disposal of asbestos, lead-based paint, and related materials. Furthermore, The Fullerton Plan FEIR MM HAZ-2, related to removal of ACMs and lead-based paint, would be incoporated as SC HAZ-1. SC HAZ-1 would ensure that project impacts remain less than significant.

The Phase I ESA indicated that there was no evidence of underground storage tanks (USTs) or aboveground storage tanks (ASTs) for petroleum products or other chemicals of concern. Additionally, the Phase I ESA indicated that there was no evidence of fuel islands or dispensers, hydraulic hoist units, automotive or industrial battery storage, pesticides, paints, toxic hazards, or hazardous waste. There was no evidence of wells on the project site. Additionally, there were no surrounding properties that would pose any environmental threat to the proposed project.

From the mid-1940s to the mid-1950s, the project site was occupied by a farmhouse and fruit groves. According to the Phase I ESA, typical pesticide concentrations detected in soil samples pose no significant risk, i.e., a risk that results in one excess cancer risk in an exposed population of 1,000,000 for commercial, industrial, and residential exposures.

The proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations for the transportation, use, and storage of hazardous materials during construction-related activities to prevent the release of hazardous materials into the environment. Although construction of the proposed project could potentially result in the use of hazardous materials, quantities of these materials would not be significant enough to pose a substantial risk to the public or the environment. Once operational, the proposed project would not use or store large quantities of hazardous materials. Additionally, compliance with existing regulations as described above would ensure that the project does not create a significant hazard to the public or the environment through upset or accident conditions. Therefore, operational impacts would be less than significant.

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

Less than significant impact. The nearest school to the project site is Richman Elementary School, located at 700 South Richman Avenue, 0.12 mile southwest of the project site, and Maple Elementary School, located at 244 East Valencia Drive, 0.5 mile east of the project site. As previously discussed, the proposed project would include demolition of the existing car wash facility and construction of a new 3-story mixed-use residential community. The demolition of the car wash facility would be conducted in strict compliance with all applicable State and local regulations for the abatement, handling and disposal of asbestos and lead-based paint, including but not limited to, the

SCAQMD's Rule 1403 for abatement and implement OSHA regulations for the handling and disposal of asbestos, lead-based paint, and materials. The construction of the proposed project would temporarily increase the transport, use, and disposal of small quantities of various hazardous and potentially hazardous materials such as gasoline, diesel fuel, petroleum-based products, degreasers, solvents, and fertilizers, herbicides, and pesticides. Construction vehicles could potentially pass surrounding schools while traveling to and from the project site. As discussed previously, the project Applicant is required to comply with all safe transport, handling, and disposal requirements and regulations. Operationally, the uses proposed for the site would not involve the handling, transport, or emission of hazardous materials. However, gasoline, diesel fuel, petroleum-based products, degreasers, solvents, and fertilizers, herbicides, and pesticides may also be used for routine maintenance and landscaping during operation. The transport, use, and disposal of these and other similar hazardous and potentially hazardous materials is controlled by, and regulated by federal and state regulations, and would be handled and disposed of according to these regulations. Therefore, impacts would be less than significant.

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

No impact. According to the Phase I ESA, there is no evidence of Recognized Environmental Conditions (RECs) on the project site. The project site is not located on a hazardous materials site and is not listed in any environmental regulatory database records, and no regulatory agency data was found regarding historic or present use of the subject property in regard to hazardous materials previously or presently used, stored, treated, disposed or generated at the subject property. The project site does not contain any records in the DTSC-compiled records site for all documented hazardous wastes disposal activities throughout California. Therefore, the proposed project is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there would be no impacts.

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

No impact. The nearest airports to the project site are the Fullerton Municipal Airport, located 2.7 miles west of the project site, Long Beach Airport, located 12.61 miles southwest of the project site, and John Wayne Airport, located 13.11 miles south of the project site. Thus, the project site is not located within an airport land use plan or within 2 miles of a public or public-use airport. The project site is located outside of the Runway Protection and Accident Potential Zones identified by the Orange County Airport Land Use Commission in its Airport Environs Land Use Plan for Fullerton Municipal Airport, as shown on The Fullerton Plan FEIR, Exhibit 5.9-4.[39] Therefore, the proposed

[39] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices, Exhibit 5.9-4: Parcels Located Within Fullerton Municipal Airport Accident Potential Zone (APZ II). Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8949. Accessed May 5, 2021.

project would not result in a safety hazard or excessive noise for people residing or working in the project area. There would be no impacts.

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

Less than significant impact. The Fullerton Fire Department Operations/Training Division is responsible for providing emergency response for controlling hazardous materials incidents. Operations/Training is also responsible for providing State and federally mandated training, and ongoing continuing education related to hazardous materials. Additionally, the City of Fullerton adopted their current Emergency Operations Plan (EOP) in 2019. The EOP is intended to provide guidance for the City's planned response to extraordinary emergency situations, associated with natural disasters, terrorism, technological incidents, and nuclear defense operations. The EOP concentrates on the management, concepts, and response procedures relative to large-scale disasters.[40]

The City's EOP anticipates that all major streets within the City would serve as evacuation routes. Emergency vehicles would continue to have access to roadways in the area during construction and after completion of the proposed project. The proposed project would not impede emergency access or response. The City's highways and arterial streets maintain minimum right-of-way widths, which would ensure that various evacuation routes remain accessible to residents. As such, the proposed project would not interfere with an adopted emergency response plan or the EOP. Impacts would be less than significant. However, The Fullerton Plan FEIR MM HAZ-5 and MM HAZ-6 would be incorporated into the proposed project as SC HAZ-2 and SC HAZ-3, respectively, to ensure impacts remain at less than significant levels.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. Pursuant to Fullerton Municipal Code Chapter 13.19 (Fire Prevention Standards), fire hazard severity zones have been established within the City and declared to be those areas designated by the State Director of Forestry and Fire Protection, as depicted on Exhibit 5.9-1, Fire Hazard Severity, of The Fullerton Plan FEIR. These zones include Very High, High, and Moderate fire hazard severity zones. According to Exhibit 5.9-1, fire hazard severity zones in the City of Fullerton are generally located along the northwestern border of the City and along Brea Creek in the area between Brea Boulevard, Bastanchury Road, and North Harbor Boulevard.[41] The project site is located outside of any fire hazard zone and is not located near any wildlands. The nearest fire hazard zone is located 1.31 miles north of the project site. Therefore, the proposed project would not be at risk of wildland fires. Impacts would be less than significant.

[40] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8949. Accessed May 5, 2021.

[41] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices, Exhibit 5.9-1: Fire Hazard Severity. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8949. Accessed May 5, 2021.

Standard Conditions

SC HAZ-1 Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the project Applicant shall comply with the following measures in accordance with federal, State, and local requirements:

- Excavation and disposal at a permitted, off-site facility;
- On-site remediation, if necessary; or
- Other measures as deemed appropriate by the City of Fullerton Fire Department.

SC HAZ-2 Prior to construction, the project Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on surrounding roadways.
- At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes.

SC HAZ-3 The City Community Development Department shall consult with the Fullerton Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of a development results in temporary lane or roadway closures.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Evaluation

The analysis in this section utilizes the Preliminary WQMP prepared by IDS Civil Engineers on December 17, 2018, and updated on February 12, 2021, and the Hydrology Study also prepared by IDS Civil Engineers on September 11, 2020, and updated on February 12, 2021. Both reports are attached as Appendix F.

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. Water quality within the City of Fullerton is regulated by the Santa Ana RWQCB.[42] The proposed project has the potential to release water pollutants during both construction and operations that may violate water quality standards. The proposed project would involve ground-disturbing activities such as grading that have the potential to cause erosion. Grading activities, in particular, lead to temporarily exposed areas of loose soil, as well as sediment stockpiles, that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

The National Pollutant Discharge Elimination System (NPDES) Program was established through the federal Clean Water Act to control and reduce pollutant discharges to surface water bodies. Construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The proposed project is 0.56 acre; therefore, the proposed project would not be subject to the Construction General Permit requirements. However, a Preliminary WQMP was prepared for the proposed project. According to the Preliminary WQMP, the proposed project would implement structural source control BMPs and nonstructural source control BMPs. Specifically, these BMPs would include a modular wetland system. The modular wetland system treats total suspended solids, heavy metals, nutrients, hydrocarbons, and bacteria. The system includes the pretreatment chamber where it removes the trash, sediment, and debris. With its innovative horizontal flow biofilter, the system can remove pollutants through a combination of physical, chemical, and biological filtration processes. Other BMPs include proprietary vegetated biotreatment systems, education for property owners, tenants, and occupants, activity restrictions; common area landscape management; BMP maintenance; uniform fire code implementation; common area litter control; employee training; common are catch basin inspection; street sweeping; storm drain signage; outdoor material storage areas to reduce pollution; trash and waste storage areas to reduce pollution; and protection of slopes and channels.

MM HYD-2 of The Fullerton Plan FEIR would be incorporated into the proposed project as SC HYD-1, which requires the project Applicant to prepare a final project WQMP, and the BMPs identified in the final project WQMP must be implemented as part of the proposed project. Impacts would remain less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. The proposed project would slightly increase impervious surfaces when compared to the existing vacant and undeveloped site conditions. The project site is currently 80.44

[42] State of California. 2021. Website: https://www.waterboards.ca.gov/santaana/about_us/regional_boundaries_map.html. Accessed May 7, 2021.

percent impervious; the proposed project would result in the site being 83.4 percent impervious. However, the proposed project will also add landscaping throughout the site, including a green terrace on the second level of the building. Additionally, the project site is an urbanized area of the City. This increase in impervious surfaces would not adversely impact sustainable groundwater basin management. The proposed project would connect to the City's water lines and is not anticipated to deplete groundwater supplies through the consumption of water. The proposed project (20 residential apartments with 1,132 square feet of commercial space) would not substantially decrease groundwater supplies within the City of Fullerton or within the Orange County Water District (OCWD), as additional residential growth was accounted for in The Fullerton Plan FEIR and the 2015 Urban Water Management Plan (UWMP). In conclusion, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impeded sustainable groundwater management of the basin.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

and

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

and

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant impact. Runoff from the project site is currently divided into two areas. The north side of the project site currently drains to the alley on the north. The south side of the project site currently drains to Valencia Drive. In the proposed condition, site runoff would sheet flow to Highland Avenue, Valencia Drive, and the alley once the modular wetland system is at its capacity. Since the runoffs from the alley, Highland Avenue, and Valencia Drive drain to the same catch basin at the corner of Richman Avenue and Valencia Drive, there would be no concern with a diversion of flow.

The proposed drainage pattern remains the same except that the low flow (first flush–85th percentile storm) from the project site would be captured at the proposed catch basins and trench drain through various downspouts and concrete gutters. It would then be carried to the modular wetland system by a storm drainpipe. Once the treatment takes place, runoff would be pumped out to the proposed catch basin. A 4-inch pipe would then carry the runoff to Highland Avenue via a curb outlet. The low and high flow from the project site would sheet flow toward Valencia Drive, Highland Avenue, and the alley.

According to the Hydrology Report, because the impervious area of the project site would increase by roughly 3 percent as compared to the existing conditions, total site stormwater runoff under the proposed conditions would increase by 0.72 cubic feet per second (cfs), as shown in Table 14.

Table 14: Hydrology Summary

Areas	Nodes	Flow Rate (cfs)					
		2-year (cfs)		10-year (cfs)		100-year (cfs)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
A-1	1-2	0.48	0.54	0.87	0.98	1.32	1.49
B-1	1-2	0.38	0.58	0.7	1.06	1.08	1.63

Notes:
cfs = cubic feet per second

The proposed project would add a total of 247 cubic feet of the additional peak runoff volume to the street. As shown in Table 15 below, peak runoff volume during a 100-year storm event would increase by 5 cubic feet on the north side of the project site and by 242 cubic feet on the south side of the project site.

Table 15: 100-year Storm Flows

Areas	Acres	100-year Storm Event				
		Existing		Proposed		Delta Volume
		Flow Rate (cfs)	Tc (min.)	Flow Rate (cfs)	Tc (min.)	cf
A-1	0.268	1.32	6.4	1.49	5	5
B-1	0.296	1.08	9.6	1.63	5	242

Notes:
cfs = cubic feet per second
Tc = time of concentration

However, the storage from the proposed drainpipe, concrete gutter, and modular wetland system would help reduce the peak flow rate by retaining the stormwater runoff. Also, the modular wetland system can treat runoff of 0.115 cfs and a volume of 2,518 cf within 24 hours. Collectively, these stormwater features would ensure that the proposed project would not contribute runoff that would result in substantial erosion or siltation, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or exceed the capacity of downstream stormwater drainage systems or contribute substantial volumes of polluted runoff to the storm drainage system. This impact would be less than significant.

(iv) impede or redirect flood flows?

Less than significant impact. The project site is located in an area designated as Zone X, which has a 0.2 percent annual chance of flood hazard and is therefore not susceptible to inundation from flood hazards.[43] Therefore, the project site is not located in an area designated as a flood hazard zone. As discussed above, the proposed project would include BMPs such as a modular wetland system. The proposed project design criteria would meet the stormwater and flood protection goals as outlined in the Orange County Design Manual. Therefore, the proposed project would not impede or redirect flood flows. Impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impact. As discussed previously, the project site is not located in an area designated as a flood hazard zone. The project site is in Zone X, which is not within a special flood hazard area and is therefore not part of the 100-year flood hazard zone. According to the Federal Emergency Management Agency (FEMA) flood map, the nearest special flood hazard area is an area designated Zone AO (Depth 2 feet), located 0.60 mile northeast of the project site.[44] Zone AO is defined as, "areas subject to inundation by 1-percent-annual-chance shallow flooding."[45] Therefore, the proposed project would not place housing within a 100-year flood hazard area. The nearest large body of water is the Pacific Ocean, located more than 13 miles to the southwest, therefore potential impacts resulting from seiches or tsunamis are not considered likely hazards. Because the project site is not in a flood hazard area or at risk of seiches or tsunamis, no impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. Because the project construction would disturb less than 1 acre of land, the proposed project would not be required to comply with the terms of the Construction General Permit, which require the preparation and implementation of a SWPPP and associated BMPs to minimize the risk of pollutants from construction activities entering surface waters or groundwater basins. However, the proposed project would implement SC HYD-1 and would implement BMPs to ensure that impacts to water quality or groundwater remain less than significant. Therefore, the proposed project would not conflict with or obstruct a water quality control plan or groundwater management plan. Impacts would be less than significant.

[43] Federal Emergency Management Agency (FEMA). 2009. FIRM flood map number 06059C0131J. Website: https://msc.fema.gov/portal/search?AddressQuery=415%20Highland%20Avenue%2C%20Fullerton%2C%20CA#searchresultsanchor. Accessed May 7, 2021.

[44] Ibid.

[45] Federal Emergency Management Agency. 2021. Glossary: Zone AO. Website: https://www.fema.gov/glossary/zone-ao. Accessed May 7, 2021.

Standard Conditions

SC HYD-1 Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Engineering, a Water Quality Management Plan (WQMP), which includes post-construction Best Management Practices (BMPs) that would be implemented as part of the project, in accordance with the Orange County Drainage Area Management Plan (DAMP), the General MS4 Permit (RWQCB Order No. R8-2009-0030, as amended), and the City of Fullerton's Water Quality Ordinance (Chapter 12.18 of the Fullerton Municipal Code). All BMPs of the WQMP shall be implemented during the operation phase. The project Applicant shall comply with the BMPs detailed in the WQMP, and other measures as the City deems necessary to mitigate potential water quality impacts.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No impact. The project site is currently developed with a car wash facility and is located in an urbanized area, consistent with the on-site and surrounding and established land use patterns. The proposed project would replace a car wash station, vacuum cleaner stations, and a parking lot with a visually appealing Spanish Colonial Revival architectural style building (Exhibits 8a-8d). The project site is surrounded by extensive urban development in all directions, including commercial and residential uses. The proposed project would be compatible with the neighborhood-serving commercial and multi-family residential uses in the surrounding area. The project does not propose construction of any roadway or other structures that would physically divide any portion of the surrounding residential areas. Therefore, the proposed project would not divide an established community. There would be no impacts.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The project site currently has a General Plan land use designation of Commercial and is zoned as G-C. Additionally, the project Applicant is requesting approval of a Minor Exemption to allow a portion of the building to encroach into the 10-foot street setback along Valencia Drive. The proposed project would be consistent with The Fullerton Plan and zoning, as discussed below.

General Plan

As part of the proposed project, the project Applicant is requesting a General Plan Revision to change the site's General Plan land use designation from Commercial to Neighborhood Center Mixed-Use. The purpose of the Neighborhood Center Mixed-Use designation is to establish and protect neighborhood centers that provide nearby residents with opportunities to walk to retail and service businesses, office uses, and civic gathering spaces. Intended land uses include retail, service,

office, residential, plazas and parks, and public, quasi-public, and special uses. The proposed project would be consistent with the intended uses of the Neighborhood Center Mixed-Use designation. As discussed previously in Section 1.4, with a FAR of 0.88, the proposed project would comply with the 3.0 maximum FAR of the Neighborhood Center Mixed-Use land use designation and the minimum density of 16 du/acre and maximum density of 60 du/acre with a proposed density of 36 du/acre.[46]

Zoning

As part of project approval, the project site would be rezoned from G-C to C-3, Central Business District Commercial. The C-3 zone is intended to provide for a district that includes mixed residential and commercial use. Permitted uses in the C-3 zone include dwelling units as part of a mixed-use development subject to the Fullerton Municipal Code Section 15.30.040.E., as well as office, restaurants, retail, and service uses.[47] As discussed previously in Section 1.4, with a FAR of 0.88, the proposed project would comply with the 0.90 maximum FAR allowed in the C-3 zone. The proposed project would be consistent with the permitted uses of the C-3 zone according to the Fullerton Municipal Code, which allows dwelling units as part of a mixed-use development.[48]

The proposed project would be subject to the City's discretionary review process, including approval of a General Plan Revision, Zone Amendment, Major Site Plan Review, Minor Exemption, and Development Concession and Parking Ratio for affordable housing. Upon approval of the General Plan Revision and Zone Amendment, the proposed project would be consistent with both General Plan and Zoning designations. Additionally, the proposed project is compatible with the surrounding land uses and does not conflict with any plans, policies or regulations adopted to avoid or mitigate an environmental impact.

According to Exhibit 13: Future Noise Contours, of The Fullerton Plan Noise Element, the project site lies outside the 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL)noise contours of local roadways. These noise levels are considered to be "normally acceptable for new residential land use development

Therefore, the proposed project complies with the applicable land use plans, policies, and regulations. Impacts would be less than significant.

Standard Conditions

None required.

Mitigation Measures

None required.

[46] City of Fullerton. 2012. The Fullerton Plan. Website: https://www.cityoffullerton.com/downloads_large/comm_dev/_The%20Fullerton%20Plan.pdf Accessed March 5, 2021.
[47] City of Fullerton. 2021. Fullerton Municipal Code 15.30.030.3, Permitted Uses in the C-3 Zoning District. Website: https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-30272. Accessed March 4, 2021.
[48] Ibid.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

No impact. The project site is currently occupied by a car wash and some vacant land. The Fullerton Plan FEIR does not identify any known State or locally designated mineral resources or locally important mineral resource sites in the City.[49] The project site does not contain a known mineral resource that would be of value to the region and residents of the State. The proposed project would not involve any use that would result in any impacts resulting in the loss of a known mineral resource. No impact would occur.

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

No impact. The proposed project does not contain a locally-important mineral resource recovery site.[50] Thus, no impact would occur.

Standard Conditions

None required.

Mitigation Measures

None required.

[49] City of Fullerton. 2012. The Fullerton Plan Environmental Impact Report. Section 9.0 Effects Found Not to Be Significant. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8972. Accessed March 18, 2021.
[50] Ibid.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Setting

The Fullerton Plan

The City of Fullerton gives its noise goals and policies in Chapter 7, Goal 8 of The Fullerton Plan. The City of Fullerton also establishes its noise compatibility standards in the Noise element the Tables and Exhibits section of the General Plan 2040.[51] For example, for new residential land use development, environments with ambient noise levels up to 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) are considered "normally acceptable." Environments with noise levels ranging from 60 dBA to 70 dBA CNEL are considered "conditionally acceptable" for this type of land use developments. Under these conditions, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulations features are included in the design. Conventional construction, but with windows closed and fresh air supply systems or air conditioning will normally suffice.

City of Fullerton Code of Ordinances

The City of Fullerton establishes its noise performance standards in the Fullerton Code of Ordinances in Chapter 15.90.[52] The noise standards (Section 15.90.030) establish exterior noise standards to apply in residential noise zones to not exceed 55 dBA from 7:00 a.m. to 10:00 p.m. and to not exceed 45 dBA from 10:00 p.m. to 7:00 a.m.

[51] City of Fullerton. 2015. The Fullerton Plan, May 5.
[52] City of Fullerton. 2021. Fullerton, CA Municipal Code. March. https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-1. Accessed on May 11, 2021.

C. It shall be unlawful for any person at any location within the incorporated area of the city to create any noise which can be classified as being continuous, reoccurring, predictable, or whose operation of noise-generating capabilities can be stopped or started at a specified time, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured on the property, either incorporated or unincorporated, to exceed:

1. The noise standard for a cumulative period of more than 30 minutes in any hour;
2. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes but less than 30 minutes in any hour;
3. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes but less than 15 minutes in any hour;
4. The noise standard plus 15 dBA for a cumulative period of more than 1 minute but less than 5 minutes in any hour;
5. The noise standard plus 20 dBA for a cumulative period of less than 1 minute in an hour.

Noise sources associated with construction, repair, remodeling, or grading of any real property shall be exempt from the noise level standards specified by this chapter provided they take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or a City-recognized holiday.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short Term Construction Impacts

Less than significant with mitigation incorporated. For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels outside of the City's permissible hours for construction that would result in annoyance or sleep disturbance of nearby sensitive receptors. According to the City's noise ordinance, construction activity is exempt from the City's operational noise performance standards provided it takes place between from 7:00 a.m. to 8:00 p.m. on any day except Sunday or a City-recognized holiday.

Construction-related Traffic Noise

Impacts from project construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impact that could occur during project construction would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site.

The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to

existing vehicle-generated noise on these local roadways. Typically, a doubling of the Average Daily Traffic (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Project-related construction trips would not be expected to double the hourly or daily traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly- or daily-average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment involve 1 or 2 minutes at full-power followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power followed by 3 or 4 minutes at lower power settings.

Construction of the project is expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. The maximum noise level generated by each of the loudest of these pieces of equipment is assumed to be 85 dBA maximum noise/sound level (L_{max}) at 50 feet from this equipment.[53] A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA equivalent sound level (L_{eq}). The acoustic center reference is used, because construction equipment must operate at some distance from one another on a project site, and the combined noise level as measured at a point equidistant from the sources would (acoustic center) be the worst-case maximum noise level. The effect on sensitive receptors is evaluated below.

[53] Federal Highway Administration (FTA). 2006. Highway Construction Noise Handbook. August.

The closest noise-sensitive receptor to the project site construction footprint is the apartment building located west of the project site on Valencia Ave. The façade of this apartment building would be located approximately 50 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would operate simultaneously during construction. At this distance, construction noise levels could range up to approximately 90 dBA L_{max}, with a relative worst-case hourly average of 86 dBA L_{eq} at this receptor. These noise levels could occur temporarily under the reasonable worst-case scenario of multiple pieces of heavy construction equipment operating simultaneously in relatively the same locations at the nearest project boundary for an hour-long period.

Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small. However, these construction noise levels could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance or sleep disturbance of nearby sensitive receptors.

Section 15.90.050 of the Fullerton Code of Ordinance establishes that construction activities are permissible between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or a City-recognized holiday. The proposed project would implement The Fullerton Plan FEIR MM NOI-1 and NOI-2, which require construction BMPs to reduce construction noise levels that address construction-related noise in order to minimize impacts to surrounding sensitive receptors. Therefore, with implementation of MM NOI-1, temporary construction noise impacts would be reduced to a less than significant level.

Operational/Mobile Source Noise Impacts

Less than significant impact. A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project. The City does not define "substantial increase," therefore for purpose of this analysis, a substantial increase is based on the following criteria. A characteristic of noise is that audible increases in noise levels generally refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, a significant impact would occur if the proposed project would cause the CNEL to increase by 3 dBA or more.

Typically, a doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, a doubling of the existing ADT volumes would result in a substantial permanent increase in traffic noise levels.

Based on the trip generation rates for the proposed project, the project would generate an average of 198 weekday daily trips and 211 Saturday daily trips.[54] These average daily project trips would not result in a doubling of the average daily trips along South Highland Avenue or West Valencia Drive or

[54] Institute of Transportation Engineers (ITE). 2017. Trip Generation Manual, 10th Edition. September.

any other access roadway in the project vicinity.[55, 56] Therefore, traffic noise resulting from project operations would result in less than a 3 dBA increase, which would not be a perceptible increase, along any roadway segment in the project vicinity. Therefore, implementation of the proposed project would not result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project; and project-related traffic noise impacts would be less than significant.

Operational/Stationary Source Noise Impacts

Less than significant impact. A significant impact would occur if operational noise levels generated by stationary noise sources at the proposed project site would result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance standards. The City's exterior noise performance standards for residential noise zones is 55 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m.

The proposed project would generate noise from parking lot activities and new exterior mechanical equipment sources, such as rooftop ventilation systems on the proposed commercial uses. Potential impacts from these noise sources are discussed below.

Parking Lot Areas

Typical parking lot activities include people conversing, doors shutting, and vehicles idling which generate noise levels ranging from approximately 60 dBA to 70 dBA L_{max} at 50 feet. These noise levels are associated primarily with car doors shutting and engines starting. These activities would occur sporadically throughout the day, with each event lasting only a few seconds, as residents and commercial clients arrive and leave parking lot on the project site.

The majority of the residential and commercial proposed parking stalls would be located in the enclosed ground floor parking lot which would provide substantial noise shielding for all parking lot activities. The proposed project would include a 6-foot-high block wall along the western property line that would provide an expected additional noise shielding as measured at the nearest noise-sensitive receptor, the multi-family residential land uses located west of the project site. The project only proposes five exterior parking stalls for residential use. Therefore, the minimal amount of exterior parking stalls and the proposed 6-foot high sound wall would ensure that project-related parking lot activities would not result in a substantial increase in hourly or daily average ambient noise levels that would exceed the City's daytime or nighttime exterior noise performance standards. Therefore, the impact of noise produced by project-related parking lot activities to off-site sensitive receptors would be less than significant.

Mechanical Equipment Operations

At the time of preparation of this analysis, details were not available pertaining to the proposed rooftop mechanical ventilation systems for the project; therefore, a reference noise level for typical rooftop mechanical ventilation systems was used. Noise levels from commercially available rooftop

[55] According to the City's 2015 Traffic Volumes map, the portion of Highlane Avenue from Orangethrope Avenue to Commonweather Avenue had an ADT of 5,700, and the portion of Valencia Drive from Euclid Street to Highland Avenue had an ADT of 7,800.

[56] City of Fullerton. 2015. Traffic Volumes Map. Website: https://www.cityoffullerton.com/home/showpublisheddocument/3014/637459316486830000. Accessed June 18, 2021.

mechanical HVAC equipment located closest to off-site receptors range from 50 dBA to 60 dBA L_{eq} at a distance of 25 feet. Rooftop HVAC systems could be located approximately 50 feet from the nearest noise sensitive receptor, the multi-family residential land uses located west of the project site. Noise generated by typical rooftop HVAC equipment would attenuate (due to distance attenuation and shielding provided by the rooftop parapets) to below 44 dBA L_{eq}.

Noise levels from proposed HVAC equipment operations would not exceed the City's daytime noise performance standards of 55 dBA L_{eq}, or the nighttime noise performance standards of 45 dBA L_{eq}. Therefore, noise levels from proposed HVAC equipment operations would not result in a substantial permanent increase in ambient noise levels in the project vicinity. Because the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, the impact of noise produced by proposed HVAC equipment operations to off-site sensitive receptors would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. A significant impact would occur if groundborne vibration exceeded levels considered to be perceptible. The City of Fullerton has not established operational vibration performance standards (Municipal Code 16.72.080) but has established noise from construction to be exempt between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or a City-recognized holiday from noise standards specified by the Municipal Code. The Fullerton Plan references the need to update this standard to reflect those of the Federal Transit Administration (FTA). Therefore, for purposes of this analysis, the FTA's vibration impact criteria are utilized to analyze construction vibration impacts.[57]

Short-term Construction Vibration Impact

A significant impact would occur if existing structures at the project site or in the project vicinity would be exposed to groundborne vibration levels that exceed the FTA's Construction Vibration Impact Criteria for the listed type of structure.

Of the variety of equipment used during construction, the small vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.101 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The nearest off-site receptor to the project construction footprint is the multi-family residential land uses located west of the project site. The façade of this structure would be located approximately 20 feet from the nearest point on the project site where a small vibratory roller would potentially operate during construction. At this distance, groundborne vibration levels would range up to 0.14 in/sec PPV from operation of a vibratory roller, the type of equipment that would produce the highest vibration levels. This is below the FTA's Construction Vibration Impact Criteria of 0.2 in/sec PPV for this type of structure, a building of non-engineered timber and masonry construction.

[57] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

Therefore, the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be considered less than significant.

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

The project site is not located within the vicinity of a private airstrip. The nearest public airport to the project site is the Fullerton Municipal Airport, located approximately 2.7 mile west of the project site. According to the airport's noise exposure map,[58] the project site is located well outside of the 65 dBA CNEL airport noise contours. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project site to excessive noise levels. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

Standard Conditions

SC NOI-1 Project Applicant shall ensure through contract specifications that construction Best Management Practices (BMPs) be implemented by contractors to reduce construction noise levels. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading or building permit (whichever is issued first). The construction BMPs shall include the following:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

[58] City of Fullerton. 2015. The Fullerton Plan, Exhibit 14: Airport Noise Contours, May 5.

- Schedule high noise-producing activities between the hours of 7:00 AM and 8:00 PM on any day except Sunday or a City-recognized holiday to minimize disruption on sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

SC NOI-2 Project Applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing *Would the project:*				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less than significant impact. The proposed project would result in an estimated population growth of 59 people based on the average household size of 2.91 persons per household in the City of Fullerton.[59] This population forecast would represent approximately 0.04 percent growth over the City's 2020 population of 141,843 persons.[60]

SCAG is the agency that is responsible for developing and adopting regional housing and population forecasts for local Orange County governments, among other Southern California counties. SCAG provides population projection estimates in 5-year increments. SCAG projects that the City's population will be 160,500 persons in 2040.[61] Thus, the proposed project would not exceed SCAG's 2040 population forecast for the City. Additionally, the nominal increase in population would be consistent with the growth projections in The Fullerton Plan FEIR, which forecasted the City's population to be 165,303 persons and 56,130 dwelling units in 2030.[62] Therefore, the proposed project would be consistent with the anticipated population growth in the City's 2030 population

[59] State of California. 2019. Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, With 2010 Benchmark, January 1, 2019. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/documents/E-5_2020_Internet_Version.xlsx. Accessed May 5, 2021.

[60] Ibid.

[61] Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life, Demographics & Growth Forecast, Adopted April 2016. Website: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557. Accessed May 5, 2021.

[62] City of Fullerton. 2012. Final Program Environmental Impact Report (EIR) for The Fullerton Plan and Technical Appendices, Section 5.2: Population, Housing, and Employment. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=8942. Accessed May 5, 2021.

forecast. Additionally, the increase in residential units and population is consistent with the City's adopted and certified Housing Element.[63] Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth within the City. Impacts would be less than significant.

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

No impact. The proposed project would include demolition of the existing car wash facility and development of a new 3-story mixed-use residential community on the project site. The proposed project would provide 20 residential units on a site that currently does not contain any residential units. The proposed project would not adversely impact any nearby housing. Therefore, the proposed project would not displace people or housing. There would be no impacts.

Standard Conditions

None required.

Mitigation Measures

None required.

[63] City of Fullerton. 2015. The Fullerton Plan. The Fullerton Built Environment, Chapter 2 Housing. Website: https://www.cityoffullerton.com/civica/filebank/blobdload.asp?BlobID=7503. Accessed May 5, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

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

a) Fire protection?

Less than significant impact. Fire protection and emergency services are provided to the City of Fullerton by the Fullerton Fire Department. The Fullerton Fire Department Headquarters is located at 312 East Commonwealth Avenue. The fire station nearest to the project site is Station No. 2, located at 1732 West Valencia Drive, 1.8 mile east of the project site. The City is part of a mutual aid agreement with all Orange County fire agencies. The Fullerton Fire Department has automatic Aid agreements with Anaheim Fire & Rescue to the south, Brea Fire Department and Los Angeles County Fire Department to the north, and Orange County Fire Authority to the west.

The proposed project would comply with the Fullerton Fire Prevention Ordinance as per Chapter 13 of the City's Municipal Code, as well as the Fullerton Building Code as per Chapter 14 of the City's Municipal Code, the California Fire Code, and the CBC. The Fire Department has reviewed and conditionally approved the project site plans to ensure fire prevention and suppression measures, fire hydrants and sprinkler systems, emergency access, and other similar requirements are met. During operation, the proposed project is anticipated to increase the number of residents in the project area by 59 people.[64, 65] This would result in an incremental increase in fire protection

[64] State of California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2019, With 2010 Benchmark. Website: https://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed March 18, 2021.
[65] Calculations: 2.91 persons per household*20 units = 58.2, or 59 persons.

services, including responses to fire services during project operation. However, the incremental increase in residents would be consistent with the surrounding area, which is predominantly residential, and would not require the construction of new facilities or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Therefore, no physical impacts associated with fire protection services and facilities would occur. Therefore, the proposed project would not have a significant impact on facilities or response times for the Fullerton Fire Department. Impacts would be less than significant.

b) Police protection?

Less than significant impact. Police protection services are provided to the City of Fullerton by the Fullerton Police Department. The Fullerton Police Department is located at 237 West Commonwealth Avenue in the City of Fullerton, at the intersection of Commonwealth and Highland, which is 0.3 mile north of the project site. The Police Department has approximately 180 employees, 125 sworn, and 55 civilian positions, and handles close to 50,000 calls for service annually.[66]

The proposed development would not result in any unique or more extensive crime problems that could not be handled with the existing level of police resources. The proposed project would be located in an urbanized area and due to its proximity to the nearest police station, the increase in 59 residents would not have a significant impact on police protection services or require construction of new or physically altered police facilities.

The Fullerton Police Department has reviewed and conditionally approved the project site plans to ensure that adequate emergency access is provided in addition to other security measures such as controlled access and lighting . Furthermore, The Fullerton Plan FEIR MM HAZ-6, incorporated into the proposed project as SC HAZ-3, would apply to the proposed project, which requires the City Community Development Department to consult with Police Department to disclose temporary closures and alternative travel routes. Thus, the proposed project would result in less than significant impacts to police protection services.

c) Schools?

Less than significant impact. The proposed project would result in a significant environmental impact if new or physically altered public education facilities would need to be built to maintain acceptable performance objects for public education. The project site is located within the boundaries of the Fullerton School District (FSD) and the Fullerton Joint Union High School District (FJUHSD). FSD serves a 26-square-mile area and has 15 elementary schools, two K-8 campuses, and three Junior High Schools that serve a total of 13,700 students in grades K-8.[67] FJUHSD serves grades 9-12. It serves a 50-square-mile area that includes the elementary districts of Buena Park, Fullerton, La Habra and Lowell Joint. FJUHSD operates six 4-year comprehensive high schools, a continuation

[66] Fullerton Police Department. 2021. About Fullerton PD. Website: http://www.fullertonpd.org/about/default.asp. Accessed March 16, 2021.

[67] Fullerton School District (FSD). 2021. All About Us. Website: https://www.fullertonsd.org/apps/pages/all-about-us. Accessed March 16, 2021.

high school, and an alternative high school. Total enrollment during the 2017/2018 school year was 13,901 students.[68]

The project site is within the attendance boundaries of Richman Elementary School (K-6), located at 700 South Richman Avenue, Nicolas Junior High (7-8), located at 1100 West Olive Avenue,[69] and Fullerton Union High School (9-12), located at 201 East Chapman Avenue.[70] The proposed project's 20 residential units would generate additional students in FSD and FJUSD.[71] According to the FJUHSD, the district has declining enrollment and therefore has ample space for additional students at any of the district's schools.[72] The proposed project would be subject to the school fees in effect at the time of development, as required for all new residential development under SB 50. The required development impact fees would be $4.08 per square foot.[73] The proposed project would not require the construction of new or physically altered public school facilities.

The Fullerton Plan FEIR MM SCH-1 would be incorporated into the proposed project as SC SCH-1, which requires the Applicant to pay statutory fees prior to the issuance of building permits. Impacts would be less than significant.

d) Parks?

Less than significant impact. As identified in The Fullerton Plan FEIR, the City has 640.41 acres of public parkland. Based on the City's adopted standard of 4 acres of parkland per 1,000 residents, the City is exceeding the minimum parkland standard by 99.15 acres. The nearest park is Richman Park, located at 711 South Highland Street, 0.13 mile south of the project site.[74]

The proposed project would result in an estimated population increase of 59 persons. Based upon the City's parkland to population requirement of 4 acres of parkland per 1,000 persons, implementation of the proposed project would result in a need for approximately 0.3 acres of parkland.[75] Given that the City's current parkland and joint-use facilities agreement with Fullerton School District, implementation of the proposed project would not create significant impacts regarding the need for additional parkland or recreational facilities.

Furthermore, the Applicant would pay the City's fee for parks in accordance with the Fullerton Municipal Code.[76] Additionally, the proposed project would provide 5,700 square feet of common open space, which would help to reduce impacts on public recreational amenities. With payment of

[68] Fullerton Joint Union High School District (FJUHSD). 2021. District Overview. Website: https://www.fjuhsd.org/Page/569. Accessed March 16, 2021.
[69] My School Locator. 2021. Fullerton School District. https://locator.decisioninsite.com/?StudyID=85015. Accessed March 16, 2021.
[70] My School Locator. 2021. Fullerton Joint Union High School District. Website: https://locator.decisioninsite.com/?StudyID=205959. Accessed March 18, 2021.
[71] Based on the estimated student generation rates identified in The Fullerton Plan, the proposed project potentially would generate 6-10 elementary and middle school aged students and up to four high school age students.
[72] Butcher, Todd. Director, Facilities and Construction, Fullerton Joint Union High School District. Personal communication: e-mail. April 5, 2021.
[73] Ibid.
[74] City of Fullerton. 2021. Richman Park. Website: https://www.cityoffullerton.com/gov/departments/parks_n_recreation/find_a_park/richman.asp. Accessed March 17, 2021.
[75] Calculations: 4 acres of parkland per 1,000 persons * 59 new residents = 0.236, or 0.3 acre of parkland
[76] City of Fullerton. 2021. Fullerton Municipal Code Chapter 21.12 Fee for Parks on the Construction of Dwelling Units. https://codelibrary.amlegal.com/codes/fullerton/latest/fullerton_ca/0-0-0-12581#JD_Chapter21.12. Accessed March 17, 2021.

the fees, the proposed project would contribute to the City's Capital Improvement Program, which would support the City's ability to provide park facilities and maintain the City's goal of providing 4 acres of parkland per 1,000 persons.[77] Therefore, impacts would be less than significant.

e) Other public facilities?

Less than significant impact. The proposed project would consist of the construction of a 20-unit apartment complex. The project is expected to generate 59 new residents. The nearest library to the project site is the Fullerton Public Library, located 0.4 mile north of the project site. The anticipated incremental increase in library use is not expected to be significant, and the current library facility would be able to accommodate the increase in population. Impacts to other public facilities would be less than significant.

Standard Conditions

SC HAZ-3 The City Community Development Department shall consult with the Fullerton Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.

SC SCH-1 Prior to the issuance of building permits, individual project applicants shall submit evidence to the City of Fullerton that legally required school impact ~~mitigation~~ fees have been paid per the mitigation established by the applicable school district.

Mitigation Measures

None required.

[77] City of Fullerton. 2021. Capital Improvement Program Overview. Website: https://www.cityoffullerton.com/gov/departments/public_works/capital_improvements_programs/capital_improvement_program_overview.asp#:~:text=The%20City%20invests%20in%20its,the%20City's%20residents%20and%20businesses. Accessed March 17, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

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

Less than significant impact. The proposed project would result in an estimated population increase of 59 persons. Therefore, the proposed project could create an increased demand for neighborhood and regional parks and other recreational facilities. As discussed in Section 2.15, the City of Fullerton maintains a standard of 4 acres of parkland per 1,000 residents, and the City is currently exceeding the minimum parkland standard by 99.15 acres. Implementation of the proposed project would result in a need for approximately 0.3 acres of parkland.[78] The proposed project would contribute towards the City's fee for parks in accordance with the in accordance with SC PS-3 and the Fullerton Municipal Code Chapter 21.12, Fees for Parks on the Construction of Dwelling Units, and would contribute to the City's Capital Investment Program to support the City's provision of park facilities.[79] Payment of the applicable fees and the provision of open space would ensure that the proposed project's impacts are less than significant. Thus, while the population increase resulting from the proposed project would increase demand for parks and other recreational facilities in the City, these impacts would be less than significant.

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

Less than significant impact. The proposed project would provide 5,700 square feet of common open space, which would help to reduce impacts on public recreational amenities. As previously

[78] Calculations: 4 acres of parkland per 1,000 persons * 59 new residents = 0.236, or 0.3 acre of parkland

[79] City of Fullerton. 2021. Capital Improvement Program Overview. Website: https://www.cityoffullerton.com/gov/departments/public_works/capital_improvements_programs/capital_improvement_program_overview.asp#:~:text=The%20City%20invests%20in%20its,the%20City's%20residents%20and%20businesses. Accessed March 17, 2021.

discussed in Section 1.4.2, open space would include landscaping, the green terrace on the second level, and an open terrace on the east side of the site. Community amenities would include an outdoor lounge with seating, firepits, entertainment counter with bar seating, and a built-in barbeque area. Landscaping would include trees, shrubs, and ground cover primarily along the frontage of Highland Avenue and Valencia Drive, as shown in Exhibit 7. The environmental impacts resulting from the construction and operation of these facilities are included the environmental analysis as a part of the overall project. Impacts would be less than significant.

Standard Conditions

SC-PS-3 In accordance with Chapter 21.12 of the City of Fullerton Municipal Code, prior to the issuance of each building permit, the Applicant shall pay the most current park dwelling fee and/or negotiated park fees to the City. All money collected as fees imposed by Chapter 21.12 shall be deposited in the park dwelling fund and used for the acquisition, development, and improvement of public parks and recreational facilities in the City, as proposed by the City's Five-Year Capital Improvement Program. The Community Development Department shall confirm compliance with this requirement prior to issuance of a building permit.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation *Would the project:*				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. Orange County's Congestion Management Plan (CMP) requires a traffic impact analysis for proposed developments generating 2,400 or more daily trips. The proposed project would generate a net increase of 198 trips per weekday, 211 trips per Saturday, and 149 trips per Sunday, well below the 2,400 daily trip threshold. Therefore, a traffic impact analysis is not required for the proposed project.

Pedestrian facilities, including sidewalks and crosswalks are available in the project vicinity. Bicycle lanes are available on both Highland Avenue and Valencia Drive. The proposed project would also be located near various alternative transportation modes and routes, including transit stops. The proposed project does not include any modification to the roadway, transit, bicycle, or pedestrian system, and therefore would not have any significant impacts related to conflicts with a program plan, ordinance, or policy addressing the circulation system. Therefore, impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than significant impact. Consistent with CEQA Guidelines Section 15064.3, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Public Resources Code

Section 21099 defines Transit Priority Areas (TPAs) as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

The proposed project is an infill development with 20 residential units. The project site is located within 0.5 mile of Fullerton Amtrak Station, which provides access to several destinations, including Los Angeles, Anaheim, and Riverside. OCTA Route 26, located on Commonwealth Avenue, and OCTA Route 43, located on Harbor Boulevard, are both within a 0.5-mile walk of the project site. Therefore, the project site is located in a TPA and meets the City's primary VMT screening criteria. Additionally, according to the City's Transportation Assessment Policies and Procedures (TAPP) Worksheet for the proposed project (Appendix G), the proposed project would meet the City's secondary screening criteria for being in a TPA because the proposed project would not have a FAR of less than 0.75, would not provide more parking beyond what was required by Government Code Section 65915 at the time the project was designed,[80] would not be inconsistent with the applicable Sustainable Communities Strategy, and would not replace affordable housing with a smaller number of moderate- or high-income residential units. Therefore, the proposed project meets both the primary and secondary screening criteria for TPA.

Furthermore, according to the TAPP Worksheet, the proposed project also meets the primary screening criteria for being in a low VMT-generating area. The proposed project would meet the City's secondary screening criteria for being in a low VMT-generating area because the propsoed project is consistent with existing land use and does not have unique attribute that would otherwise be misrepresented utilizing the data from the travel demand model that would increase the rate or length of vehicles trips.

The proposed project would replace a self-service car wash located in a predominantly residential area of the City. The daily VMT generated by the existing facility is greater than that generated by the proposed new commercial space; therefore, only the residential component of the project can be considered as new VMT. There is no indication that the residents of the proposed project would have different travel behavior than those living in the surrounding neighborhoods, who currently exhibit a lower level of vehicle miles traveled per service population than anticipated at the buildout of the Fullerton Plan. Therefore, it is reasonable to conclude that the proposed project would have no probable VMT impact.

Therefore, as demonstrated by the VMT screening, impacts related to VMT would be less than significant.

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

Less than significant impact. Access to the proposed project would be provided via a vehicular entrance along the alley north of the project site, which would also provide access to the parking spaces on the first level. The intersection at Highland Avenue and Valencia Drive contains a four-way

[80] California Government Code Section 65915 (1979). Website: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65915. Accessed July 7, 2021.

stop-light. The proposed project has been reviewed and conditionally approved by the City of Fullerton Community and Economic Development and Public Works Departments to ensure the access to the project site would comply with all City design standards, which preclude the potential for dangerous conditions. Thus, impacts would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. Emergency vehicles would continue to have access to roadways in the area during construction and after completion of the proposed project. The proposed project would not impede emergency access or response. The Fullerton Fire Department and Fullerton Police Department have reviewed and conditionally approved the project site plans to ensure that adequate emergency vehicle access is provided. Compliance with Fire Department and Police Department requirements (SC HAZ-6) would ensure impacts remain less than significant.

Mitigation Measures

None required.

Standard Conditions

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact.

Water

The City of Fullerton provides water service to the City and maintains the City's water infrastructure. According to the City of Fullerton 2015 UWMP, the City uses a combination of imported water and local groundwater to meet its water needs. The City works together with two primary agencies, the Metropolitan Water District of Southern California (Metropolitan) and the OCWD, to ensure a safe and reliable water supply that will continue to serve the community in periods of drought and shortage. The sources of imported water supplies include the Colorado River and the State Water

Project provided by Metropolitan. The City's main source of water supply is groundwater from the Lower Santa Ana River Groundwater Basin. Currently, the City relies on 70 percent groundwater and 30 percent imported. According to the UWMP, the water supply is projected to be a reasonably available volume of 28,891 acre-feet by 2040.[81]

The project site is currently used as a car wash facility and has existing water services. Sixteen-inch City water mains currently run under Valencia Drive and under Highland Avenue. The proposed project would include new 3-inch and 6-inch water and fire hydrant connections to the water main in Valencia Drive and a new 6-inch fire hydrant connection to the water main in Highland Avenue.

Residential water demand associated with the proposed project is anticipated to be approximately 10,200 gallons per day (GPD). Additionally, the commercial water demand would be 3,570 GPD, for a total combined project water demand of 13,770 GPD, or 15.42 acre-feet per year (AFY). This estimated demand represents about 0.05 percent of the anticipated water supply through 2040, which is a nominal percent of the projected water supply.[82] The City of Fullerton anticipates an increase in water use for both single-family and multi-family residential uses through 2040. Water demand for multi-family residential uses is projected to increase from 4,560 AFY in 2025 to 4,597 AFY by 2040.[83] According to the City of Fullerton 2015 UWMP, the available water supply would meet projected demand during multiple dry years through 2040.

The proposed project would not require upgrades to the existing water mains. Connections to local water mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. Standard connection fees would address any incremental impacts of the proposed project. Water demand for the proposed project is expected to be within the projected water demand during multiple dry years through 2040. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water facilities. Impacts would be less than significant.

Wastewater

The City of Fullerton is within the jurisdiction of the Santa Ana RWQCB. The California State Water Resources Control Board (State Water Board) works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality. Wastewater services would be provided to the project site by the Orange County Sanitation District (OCSD).[84] The OCSD oversees the treatment facilities that serve the City and Orange County. Wastewater from the project site would discharge to local sewer lines and then directed to the OCSD trunk sewer lines. The wastewater would then be directed to facilities owned and operated by the OCSD, including OCSD's Plant No. 1 in Fountain

[81] City of Fullerton. 2015 Urban Water Management Plan. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=23948. Accessed March 16, 2021.

[82] This calculation represents a conservative analysis because it does not take credit for the existing water demand of the car wash facility on-site that would be replaced by the proposed project.

[83] City of Fullerton. 2015 Urban Water Management Plan, Table 4-2 Retail: Demands for Potable and Raw Water - Projected. Website: https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=23948. Accessed March 16, 2021

[84] Orange County Sanitation District (OCSD). 2021. Service Area. Website: https://www.ocsd.com/about-us/general-information/service-area. Accessed March 16, 2021.

Valley and Plant No. 2 in Huntington Beach. Plant No. 1 has a capacity of 120 mgd, and Plant No. 2 has a capacity of 65 mgd.[85]

Sanitary sewer lines would be installed on-site to serve the proposed project. A new 6-inch sanitary sewer line would connect to an existing 18-inch sanitary sewer line in Highland Avenue. The residential units would generate an estimated 9,200 gpd of wastewater, which represents less than 0.01 percent of the daily combined capacity of the wastewater treatment plants, which is a nominal percentage of the daily capacity.[86] Therefore, the wastewater treatment plants would have sufficient capacity to treat the residential wastewater from the proposed project.

The commercial space would generate an additional 3,570 GPD of wastewater. Therefore, the combined commercial and residential wastewater generation would be 12,770 GPD. The combined commercial and residential wastewater generation rate would still be less than 0.01 percent of the daily combined capacity of the wastewater treatment plants, which is a nominal percentage of the daily capacity. Therefore, the wastewater treatment plants would have sufficient capacity to treat the proposed project as a whole.

Connections to local sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. No additional improvements are needed to sewer lines to serve the proposed project. The sewer plans would be reviewed by the City Engineer prior to construction. The proposed project would be required to provide sufficient capacity and comply with City standards. Standard connection fees would address any incremental impacts of the proposed project. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded wastewater facilities. Impacts would be less than significant.

Stormwater Drainage

Refer to Section 2.10, Hydrology and Water Quality, for a discussion of the proposed project's impacts with respect to stormwater drainage systems. As discussed in Section 2.10, impacts related to stormwater drainage would be less than significant.

Electric Power

Refer to Section 2.6, Energy, for a discussion of the proposed project's impacts with respect to existing and projected energy supplies. As discussed in Section 2.6, the proposed project would not result in the relocation or construction of new or expanded electric power facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant.

[85] Orange County Sanitation District (OCSD). 2021. Facts and Key Statistics. Website: https://www.ocsd.com/services/regional-sewer-service. Accessed March 16, 2021.

[86] This calculation represents a conservative analysis because it does not account for the wastewater generated at the existing car wash facility on-site that would be replaced by the proposed project.

Natural Gas

The proposed project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant.

Telecommunications Facilities

Construction activities associated with the proposed project could potentially increase the demand for telecommunications facilities. However, the proposed project would connect to the existing telecommunications infrastructure and would not result in the construction or relocation of new or expanded telecommunications facilities. Therefore, the proposed project would not result in impacts related to the construction or relocation of existing telecommunications facilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant impact. The proposed project could result in significant impacts if the project required additional water supplies than are currently entitled. The proposed project would develop a 20-unit apartment complex and would require water for irrigation and day-to-day activities within the complex. The proposed project does not require a water supply assessment under the California Water Code. The City of Fullerton would provide water services to the project site. As discussed in the previous question, the UWMP indicates that the City of Fullerton has the available water supply to meet projected demand during multiple dry years through 2040. The proposed project's water demands would be within the projected demand anticipated by the UWMP. As such, the proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, impacts associated with water supplies would be less than significant.

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

Less than significant impact. Wastewater services would be provided by the OCSD. Wastewater would be treated at facilities owned and operated by the OCSD, including OCSD's Plant No. 1 and Plant No. 2 which have a total capacity of 185 mgd.[87] As discussed previously, the proposed project would generate approximately 12,770 GPD, which is less than 0.01 percent of the total capacity of Plant No. 1 and Plant No. 2. As such, the wastewater treatment facilities would have adequate capacity to serve the project. The City's Public Works Department has reviewed the project plans and determined that the proposed project would not have an impact on the existing sewer facilities. Therefore, impacts would be less than significant.

[87] Orange County Sanitation District (OCSD). 2021. Facts and Key Statistics. Website: https://www.ocsd.com/services/regional-sewer-service. Accessed March 16, 2021.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. Solid waste collection services are provided by Republic Services/MG Disposal under contract with the City of Fullerton.[88] Solid waste generated from the City of Fullerton is disposed at the Olinda-Alpha Landfill in Brea. The Olinda-Alpha Landfill is currently permitted to accept up to 8,000 tons of solid waste per day and currently takes in an average of 7,000 tons of solid waste per day.[89]

The proposed project includes the demolition of an existing car wash facility. Demolition and construction activities associated with the proposed project would generate construction debris (soil, asphalt, demolished materials, etc.). However, the generation of these materials would be short-term in nature and would not have the capability to substantially affect the capacity of regional landfills. According to the California Department of Resources Recycling and Recovery (CalRecycle), the City of Fullerton has an annual per-resident disposal rate target of 7.9 pounds per person per day (PPD). The actual disposal rate in 2019 was 5.5 PPD.[90] Based on this rate, the proposed project's 59 new residents would generate an estimated 325 pounds of solid waste per day,[91] or 0.16 tons per day. Commercial waste generation is estimated to be 5 pounds/1,000 square feet/day,[92] the proposed 1,152 square feet of commercial use would generate 5.76 pounds, or 0.003 tons per day. The combined waste generated by the residential and commercial components of the proposed project would represent 0.0163 percent of the landfill's remaining capacity of 1,000 tons per day. Therefore, the landfill would have adequate capacity to serve the proposed project, and the proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Considering the availability of landfill capacity, the proposed project's solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfills.

Furthermore, solid waste disposal within the City is subject to the requirements established in Fullerton Municipal Code Chapter 5.14, Collection of Solid Waste. The proposed project would be required to comply with the Fullerton Municipal Code, which requires providing adequate areas for collecting and loading recyclable materials in concert with Countywide efforts and programs to reduce the volume of solid waste entering landfills. In addition, the location of recycling/separation areas is required to comply with all applicable federal, State, public health, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable State and Orange County regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated. The proposed project would include a trash room with service from the alley north of the

[88] City of Fullerton. 2021. Trash Service. Website: https://www.cityoffullerton.com/gov/departments/admin_serv/utility_services/trash_service/default.asp. Accessed March 16, 2021.
[89] OC Waste & Recycling. 2021. Olinda Alpha Landfill. Website: https://www.oclandfills.com/landfills/active-landfills/olinda-landfill. Accessed March 16, 2021.
[90] California Department of Resources Recycling and Recovery (CalRecycle). 2020. Jurisdiction Diversion/Disposal Rate Summary, Jurisdiction: Fullerton. Website: https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionDiversionPost2006. Accessed March 16, 2021.
[91] Calculations: 5.5 PPD * 59 persons = 324.5, or 325 PPD
[92] California Department of Resources Recycling and Recovery (CalRecycle). 2021. Estimated Solid Waste Generation Rates. Website: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed May 19, 2021.

project site. The proposed project would include adequate, accessible and convenient areas for collecting recyclable materials.

Therefore, it is not expected that the proposed project would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No impact. The proposed project is a mixed-use development that does not have any unusual waste production characteristics and thus would not include any component that could conflict with State laws governing construction or operational solid waste diversion. The proposed project would comply with Federal, State, and local statutes and implementation requirements related to the management of solid waste. This includes the City's construction and demolition disposal and recycling requirements. The proposed project is required to comply with all applicable federal, State, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

Standard Conditions

None required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 Wildfire *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. As discussed in Section 2.9, Hazards and Hazardous Materials, the City's EOP anticipates that all major streets within the City would serve as evacuation routes. Emergency vehicles would continue to have access to roadways in the area during construction and after completion of the proposed project. The proposed project would not impede emergency access or response. The City's highways and arterial streets maintain minimum right-of-way widths, which would ensure that various evacuation routes remain accessible to residents. As such, the proposed project would not interfere with an adopted emergency response plan or the EOP. Additionally, SC HAZ-2 and SC HAZ-3 have been included. Impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than significant impact. A majority of Fullerton and the surrounding jurisdictions are developed and urbanized, providing increased opportunities for structural fires within the City. Building density,

building construction, and wind contribute to the spread of fire in an urban environment. In recent years wildfires have occurred in the densely vegetated areas in the vicinity of the City. Wildland fires represent potentially significant safety hazards. Dense chaparral vegetation burns quickly and can cause fires to spread to adjacent development. Fire hazards at the urban-wildlands interface is a potential problem that threatens life and property. Wildlands adjacent to urbanized areas and residences intermixed with wildlands occur in portions of the City. Areas of Very High, High, and Moderate fire severity exist in the northwest portion of the City, and areas of High and Moderate fire severity exist in the north-central portion of the City.

The Fullerton Plan FEIR identifies the risk of wildfires within the City. The West Coyote Hills and surrounding areas are identified as having very high, high, and moderate fire hazard severity potential. The area generally located between Harbor Boulevard and Brea Boulevard, north and south of Bastanchury Road is identified as having High and Moderate fire severity potential. The East Coyote Hills Area is identified as having moderate fire severity potential.

The project site is located in a Local Responsibility Area and is not located in a Fire Hazard Severity Zone.[93] The project site and surrounding areas are predominantly built out and no wildlands occur within or adjacent to the project site. The project site is also flat and level. Thus, impacts related to exposure to pollutant concentrations from a wildfire would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact. The proposed project would not involve the installation of new roads or above ground power lines. The proposed project includes the installation of new utility lines such as electric, gas, water, and sewer lines, etc. These utilities lines would be located below ground surface on-site, which would reduce the likelihood of a fire igniting. Thus, less than significant impacts would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant impact. The project site and surrounding areas are located on relatively flat land and is not located in a landslide zone. The project site and surrounding areas are developed and urbanized. Therefore, impacts would be less than significant.

Standard Conditions from The Fullerton Plan FEIR

Implement SC HAZ-2 and SC HAZ-3.

[93] California Department of Forestry and Fire Protection (CAL FIRE). 2011. Fullerton – Very Hgih Fire Hazard Severity Zones in LRA. March. Website: https://osfm.fire.ca.gov/media/5883/c30_fullerton_vhfhsz.pdf. Accessed June 15, 2021.

Mitigation Measures

None required.

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

Environmental Evaluation

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

Less than significant impact. Based on the analysis provided in Section 2.4, Biological Resources, the proposed project's impacts related to special-status species would be less than significant. Additionally, the proposed project would not have any impacts on any other special-status species, and would not have impacts on the habitat, population, number, or range of a fish or wildlife species. Because there is a potential for nesting birds, including native migratory or resident birds, special-status birds, and active nests to occur on the project site, SC BIO-1 would be implemented. Implementation of SC BIO-1, which would require protection of active bird nests, would ensure that there are no impacts to special-status species on the project site.

SC BIO-1 would ensure that the proposed project would not substantially degrade the quality of the environment, reduce fish or wildlife habitat, reduce fish or wildlife populations below self-sustaining levels, eliminate a plant or animal community, or reduce the number or range of a rare or endangered plant or animal.

Based on the analysis provided in Section 2.5, Cultural Resources and Tribal Cultural Resources, the proposed project's impacts related to California history or prehistory would be less than significant with mitigation incorporated. While there are no known historic resources on the project site, there is a low likelihood that subsurface construction activities could destroy previously undiscovered historic resources. Implementation of SC CR-1 would ensure that potential impacts on historic resources remain less than signficant. Additionally, there are no known archaeological resources on the project site, the project site is considered to have a moderate to low sensitivity for undiscovered archaeological resources, and there is always a possibility that subsurface excavation could result in the discovery of previously undiscovered prehistoric archaeological resources. Implementation of The Fullerton Plan FEIR SC CR-1 would ensure that potential impacts on prehistoric archaeological resources remain less than signficant. Additionally, there is a low potential that subsurface construction activities, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. SC CR-2 specifies the procedures to follow in the unlikely event that human remains are uncovered. In addition to compliance with the required statutes and guidelines, implementation of SC CR-4 would ensure that potential impacts on human remains are less than signficant. Implementation of SC CR-1 and SC CR-2 would also ensure that any potential impacts on TCRs remain less than signficant.

Based on the discussion provided above, compliance with required guidelines and statutes, and implementation of the standard conditions, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant.

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

Less than significant impact. The analysis presented in this Draft IS/MND includes a review of the proposed project's potential impacts related to air quality, biological resources, cultural resources, noise, and transportation, among other environmental issue areas. The Fullerton Plan identified potentially significant cumulative impacts in the City only with respect to traffic operations and air quality (construction and regional air quality). As presented throughout this Draft IS/MND, the proposed project's contribution to these cumulative impacts be would either less than significant with mitigation incorporated, less than significant, or there would be no impacts.

A significant cumulative impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed individually but would be cumulatively significant when viewed together. Table 16 lists the development projects that have been proposed in the vicinity of the project site. There are two approved projects or projects under construction in the project's surrounding area at this time and three projects with entitlement in addition to the proposed project. The projects in Table 16 below were reviewed to identify whether the proposed

project could contribute to cumulatively significant impacts when evaluated in combination with other projects.

Table 16: Current Projects in the Vicinity of the Proposed Project

Project Type	Location	Distance	Project Name	Description
Under Construction				
Industrial	2001 East Orangethorpe Avenue	2.3 miles	Goodman Logistics Center	1,561,522 square feet
Residential – Single-family attached	751 East Bastanchury Road	3.3 miles	Brandywine	33 units
Entitlement				
Residential, apartments and neighborhood serving commercial	229 East Orangethorpe Avenue	1.3 miles	Streetlights	329 units and 6,000 square feet commercial
Residential, student housing and neighborhood serving commercial	2601 East Chapman Avenue	3.0 miles	The Hub	420 units and 12,500 square feet commercial
Residential, single family detached (49) and single-family attached (115)	SWC Euclid and Rosecrans	2.9 miles	The Pines at Sunrise Village	164 units

When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not result in environmental impacts that would incrementally contribute to a significant cumulative impact. The projects listed in Table 16 are located more than 1 mile from the project site and therefore, the project is not located in close enough proximity to other projects to contribute to any cumulative impacts. The proposed project's less than significant impacts would be individually limited and not cumulatively considerable.

Project impacts would primarily be related to construction period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics. Specifically, since the proposed project would not exceed SCAQMD thresholds of significance related to air quality, the proposed project would not result in a cumulatively considerable net increase of construction emissions, operational emissions, or TACs. Furthermore, SC AQ-1 through SC AQ-8 would ensure the project's incremental contribution to cumulative impacts remain below a level of significance.

The Fullerton Municipal Code has established noise standards that includes required standards for cumulative noise periods. No cumulative noise impact was identified. Section 2.13, Noise, determined that the project's contribution to short-term construction noise impacts would be less

than significant with implementation of SC NOI-1. Further, the project's incremental contribution to less than significant cumulative noise periods would not be cumulatively considerable and no mitigation measures are needed to reduce cumulative noise impacts. The construction noise impact would primarily be related to construction period activities, would be temporary in nature, and would not substantially contribute to less than significant cumulative noise impacts. Therefore, the proposed project would not result in any potentially significant and unavoidable cumulative noise impacts.

Section 2.17, Transportation, determined that all traffic impacts would be less than significant and that no mitigation is needed. Although The Fullerton Plan identified potentially significant cumulative impacts in the City with respect to traffic operations, the proposed project would create a mixed-use community that would help facilitate on-trip purpose capture, which was a method identified by The Fullerton Plan FEIR to mitigate traffic operation impacts within the City. Therefore, the project's incremental contribution to cumulative transportation impacts would be less than significant.

Implementation of the standard conditions discussed in this Draft IS/MND and project-specific MM GEO-1 and MM GEO-2 would ensure the proposed project's cumulative impacts would remain less than significant. No additional mitigation measures would be required to reduce cumulative impacts.

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

Less than significant impact with mitigation incorporated. Based on the discussion provided in the Project Description and the analysis presented in Sections 2.1 through 2.19 of this Draft IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the project's potential impacts would be mitigated to a less than significant level. Therefore, with implementation the standard conditions discussed in this Draft IS/MND and the projects-specific MM GEO-1 and MM GEO-2, the proposed project would not result in substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implement the following project-specific mitigation measures: MM GEO-1 and MM GEO-2.

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