August 2021 | Initial Study

HUB FULLERTON PROJECT

City of Fullerton

Prepared for:

City of Fullerton
Contact: Heather Allen, Planning Manager
303 W. Commonwealth Avenue
Fullerton, California 92832
714.738.6884

Prepared by:

PlaceWorks
Contact: Nicole Vermilion, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
MER	maximum exposed receptor
mgd	million gallons per day
MMT	million metric tons
MT	metric ton
MWD	Metropolitan Water District of Southern California

Abbreviations and Acronyms

NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TPA	transit priority area
TRC	tribal cultural resources
TNM	transportation noise model
tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service

Abbreviations and Acronyms

USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan

1. Introduction

The proposed Hub Fullerton project (proposed project) would result in the development of a 3.55-acre site in the City of Fullerton into a student-oriented residential land use consisting of 420 units (1,251 beds) with 12,438 square feet of neighborhood-supporting commercial space on the ground floor. The City of Fullerton, as lead agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report (EIR), Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project. This Initial Study has been prepared to support the adoption of an MND.

1.1 PROJECT LOCATION

The 3.55-acre project site is at 2601, 2701, and 2751 E Chapman Avenue in the City of Fullerton, Orange County, California (APNs 338-091-07, 338-091-05, 338-091-06). As shown in Figure 1, *Regional Location*, the City of Fullerton is surrounded by the cities of Brea, La Habra, La Mirada, Buena Park, Anaheim, and Placentia. Regional access to the project site is provided by State Route (SR) 57 adjacent to the project site and SR-91 approximately 1.4 miles to the south. As shown in Figure 2, *Local Vicinity*, the project site is at the northeast corner of the E. Chapman Avenue and N. Commonwealth Avenue intersection near the city's eastern boundary. Placentia is on the east side of N. Placentia Avenue, approximately 0.14 mile to the east. The project site is bounded by E. Chapman Avenue to the south, multi-family residential uses to the north, N. Commonwealth Avenue to the west, and SR-57 southbound off-ramp right-of-way to the east. The project site is accessed via two driveways on E. Chapman Avenue and one driveway on N. Commonwealth Avenue. See Figure 3, *Aerial Photograph*.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site is currently developed with four 2-story (27.6-foot high) office buildings, totaling 55,332 square feet, and associated surface parking lot:

- 2601 E Chapman: 18,078 square feet (9,039 square feet x 2 stories)
- 2651 E Chapman: 13,662 square feet (6,831 square feet x 2 stories)
- 2701 E Chapman: 11,282 square feet (5,641 square feet x 2 stories)
- 2751 E Chapman: 12,310 square feet (6,065 square feet x 2 stories)

The existing buildings are occupied. In addition to the buildings and the parking lot, there are landscape trees along the project site's north, south, and west boundaries and in the parking lot, three driveways, and utility easements.

1.2.2 Surrounding Land Use

The project site has two street frontages, E. Chapman Avenue to the south and N. Commonwealth Avenue to the west. South across E. Chapman Avenue are single-family residential uses, and west across N. Commonwealth Avenue is the University House, a multi-story (three and four stories), fully furnished, student-oriented housing with retail on the ground floor. Three-story apartment housing and associated surface parking lots are to the north of the project site. Uses beyond apartments to the north are University Plaza, a two-story office building and one-story plaza with various restaurants, and the California State University, Fullerton (CSUF) College Park. Hope International University (HIU) is north of University House. The project site is bordered by the SR-57 southbound off-ramp right-of-way easement and the SR-57 to the east. See Figure 3, *Aerial Photograph*.

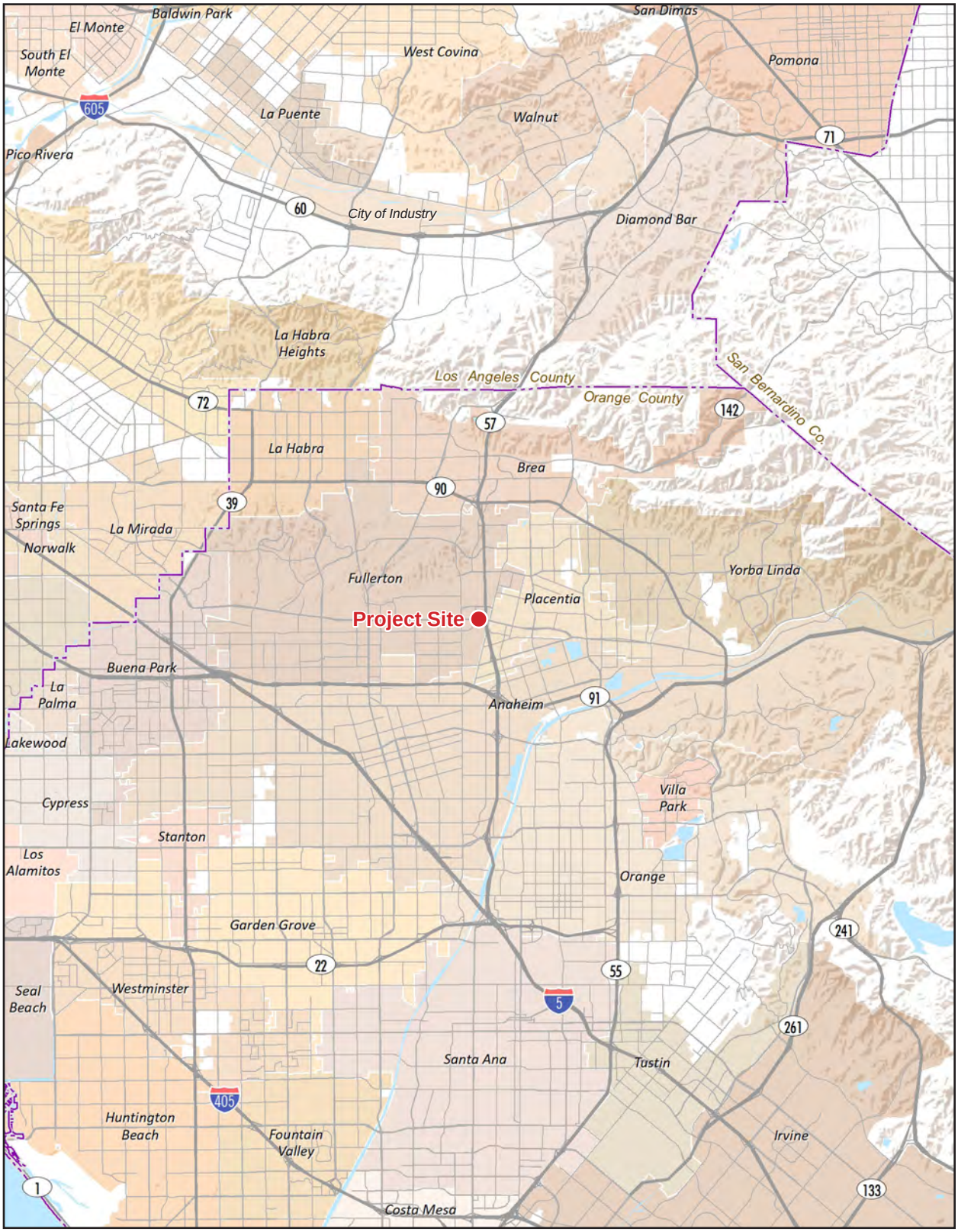
Surrounding pedestrian and bicycle facilities include sidewalks on N. Commonwealth Avenue and E. Chapman Avenue with crosswalk striping and pedestrian push-button-activated signals. N. Commonwealth Avenue is a Class II bike lane and provides bike lanes in both directions. There are no other bike lanes in the project vicinity.

The project site is served by several transit services, including a bus stop for the Orange County Transportation Authority (OCTA) Route 26 (Fullerton to Yorba Linda) on N. Commonwealth Avenue along the project site's western property line. Other bus routes within a half mile of the project site include Route 57 (Brea to Newport Beach), Route 123 (Anaheim to Huntington Beach), and Route 153 (Brea to Anaheim). The Fullerton Station, a passenger rail and bus station providing Amtrak and Metrolink service, is approximately 2.5 miles from the project site, and OCTA Route 26 connects to this station.

1.2.3 Existing Zoning and General Plan

The project site is designated Office by the General Plan and zoned O-P (Office Professional) by the zoning map, as shown in Figure 4, *Existing General Plan Land Use and Zoning Designations*.

Figure 1 - Regional Location
1. Introduction



County Boundary

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2021

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1. Introduction

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Figure 2 - Local Vicinity
1. Introduction

Project Boundary

City Boundary

Source: ESRI, 2021

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Scale (Feet)

1. Introduction

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Figure 3 - Aerial Photograph
1. Introduction

Project Boundary

Hope International University Boundary

California State University, Fullerton Boundary

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Scale (Feet)

Source: Nearmap, 2021

1. Introduction

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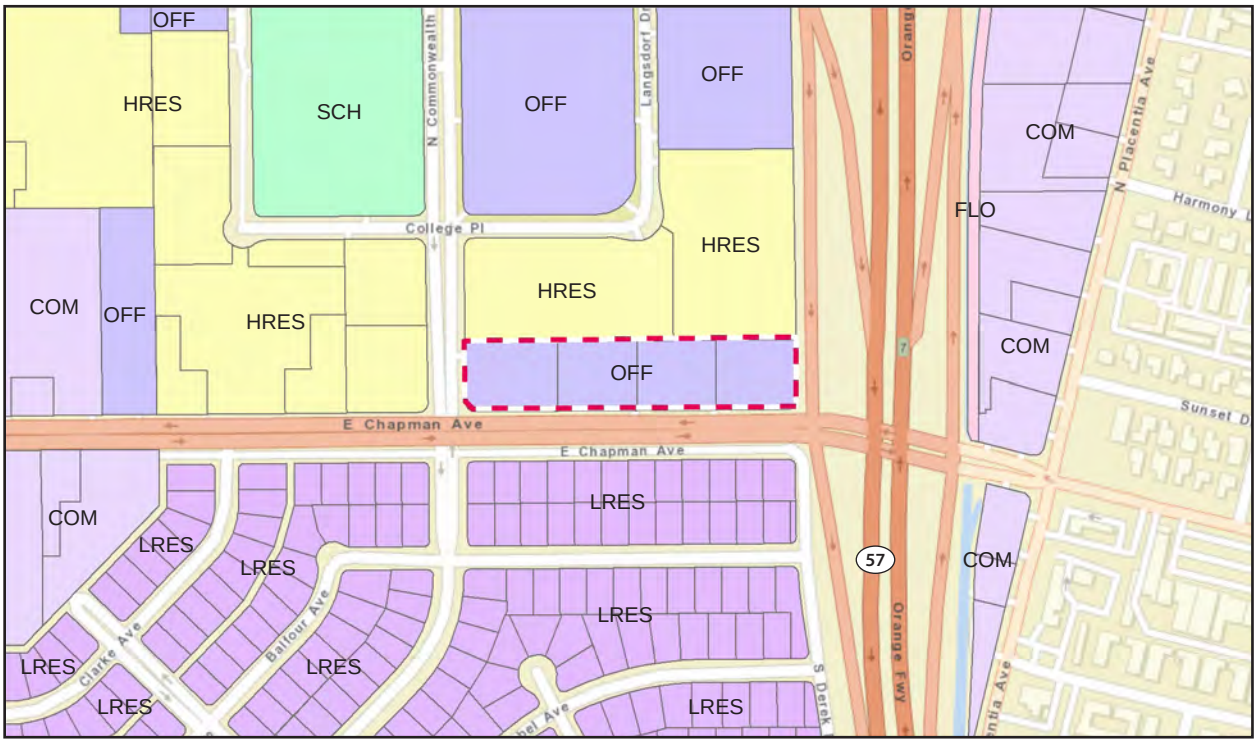
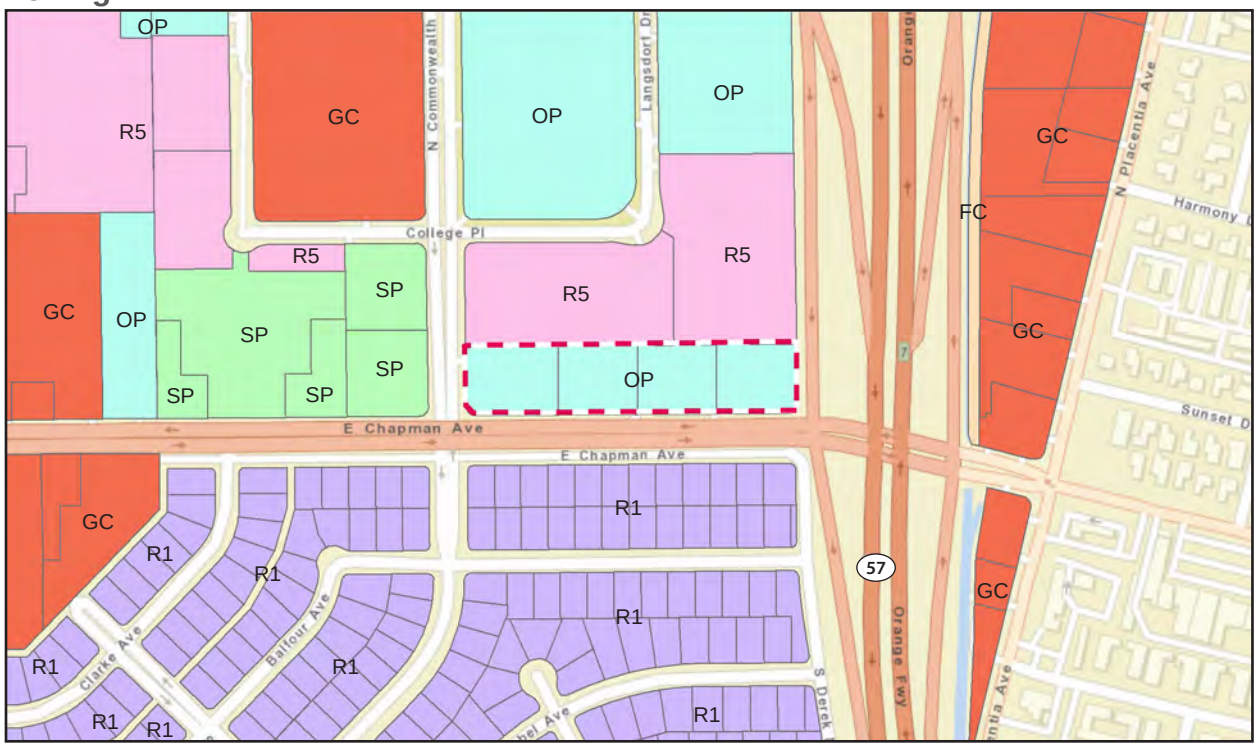
Figure 4 - Existing General Plan Land Use and Zoning Designations

Existing General Plan



HRES - High Density Residential
COM - Commercial
FLO - Flood Control
LRES - Low Density Residential
OFF - Office
SCH - School

Zoning



R1 - One Family Residential
GC - General Commercial
SP - Specific Plan District
R5 - Max Density, Multiple Residential
OP - Office Professional
FC - Flood Control
Project Boundary

0 500
Scale (Feet)

Source: ESRI, 2021

1. Introduction

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1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The project applicant proposes to develop a six-story, 420-unit (1,251-bed) student-oriented housing project with 12,438 square feet of neighborhood-supporting commercial space on the ground floor on a 3.55-acre site. The six-story building includes a mezzanine. Table 1*, Project Statistical Summary*, provides the statistical summary of the proposed land uses. The proposed project would be processed through a Specific Plan.

Table 1 Project Statistical Summary

Use	Building Floor Area (sq. ft.)	Population
Residential	413,831 (420 units)	1,251 beds or 1,251 residents[1]
Retail	12,438	31 employees[2]
Amenity/Lobby	9,653	n/a
Common (Back of House/Corridor)	48,035	n/a
Interior Subtotal	483,957	
Exterior Amenity	10,758	n/a
Garage	145,952	n/a
Garage and Exterior Subtotal	156,710	
Grand Total	640,667	1,282

[1] The estimated population is calculated based on the total number of beds (1,251), assuming one person per bed.
[2] The estimated employees are based on 400 square feet per employee for commercial uses (Fullerton 2012).

The new building would total 640,667 square feet of floor area and include 413,831 square feet of fully furnished residential units with 1,251 beds and 12,438 square feet ground floor retail spaces as well as common areas, lobby, and garage spaces. The Specific Plan would require a minimum of 20 percent of the lot to be allocated to common and private open spaces, that is, 30,928 square feet of open space.[1] The proposed project would provide a combined total of 72,026 square feet of open space consisting of 39,228 square feet of on-site open spaces such as paseo, patios, and outdoor dining plazas; a roof deck with barbeque grills and fire pits totaling 10,765 square feet; and 13,150 square feet of private open space, including balconies and ground level patios. The ground level patios would include hot tubs. Common amenities would include the leasing center, yoga area, spa, fitness, lobby, trophy room, roof pool deck, pool, paseo, and bike storage room, totaling 8,883 square feet. The paseo is designed as a semi-public open space area on the ground floor adjacent to retail uses that includes seating, landscape, and public art.

A wide variety of residential unit types would be provided, including but not limited to one-bed and one-bath micro units totaling 344 square feet; two-bed and two-bath units totaling 711 square feet; four-bed and two-bath units totaling 964 square feet; and two-level townhouse units with four beds and four baths totaling 1,580 square feet.

[1] 3.55 acres = 154,638 square feet; 154,638 SF x 20% = 30,927.6 square feet

1. Introduction

Building elevations are shown on Figure 5, *Building Elevations – North and South*, and Figure 6, *Building Elevations – West and East*. The new building would provide six levels plus a mezzanine, for a maximum height of 180 feet at the roofline. Building section views are shown on Figure 7, *Building Section Views*. As shown on Figures 5 and 7, the proposed building is connected from the second floor up, and ground and mezzanine levels are separated into three sections. Figure 8, *Proposed Site Plan*, illustrates the ground level of the proposed project; therefore, it appears as if there are there are three separate buildings. As shown on Figure 8, the proposed building would take up most of the project site, with landscape along the southern boundary. The parking structure portion of the building is in the northeast part of the project site and wrapped by residential units to decrease its visibility to nearby residential uses. The building façade would be of a Modern character that includes a mix of metal, concrete, and plaster materials. The front building façade would be undulated to break up the overall building into smaller segments to provide visual variation, and parapets of other architecturally integrated methods would be applied to flat roofs to screen rooftop equipment. The ground floor of the building would have transparent retail storefront windows along the southern façade that wrap the southwest corner of the project site. Both interior and exterior walls and fences would be provided throughout the project site, including perimeter walks, security fences and gates, private patio screening, and decorative screening at above-ground utilities. See Figure 9, *Proposed Landscape, Wall, and Fence Plan*. Figure 10, *Perspective Views*, illustrates visually simulated views of the proposed project.

Landscaping and Lighting

Landscape would be provided in all setback areas of the Specific Plan area, as shown on Figure 9, *Proposed Landscape, Wall, and Fence Plan*. The final landscape plants and shrubs would be selected concurrent with final designs in substantial conformance with the sample planting palette provided in the Specific Plan and pursuant to the conceptual landscape plans approved as part of the Major Site Plan review. Existing parkway palm trees on the sidewalk along E. Chapman Avenue would remain except where removal is necessary to accommodate the pull-out area. Streetscapes would incorporate low-water-use plants to minimize irrigation needs, and permeable materials, such as decomposed granite, mulch, and/or rocks/cobble, would be used in open space areas without plants to reduce irrigation demands where possible. A high-efficiency automated irrigation system would be used to irrigate planted areas, and landscape design measures from Fullerton Municipal Code Section 15.50 would be incorporated to reduce water use.

The proposed project would provide pedestrian-scale lighting fixtures to illuminate all exterior entries and walkways, including sidewalks.

Demolition and Site Preparation

The proposed project would require demolition of the existing four office buildings (totaling 55,332 square feet) and all associated improvements, including but not limited to the landscaping (trees, plants, and grass areas), driveways, parking lot, and utilities. The existing wall along the northern property line would remain in place. After the demolition, rough and fine grading would prepare the site for the Geopier's or equivalent gravel piers impact foundation system. Instead of over-excavating the site for the building foundation, Geopier's or equivalent gravel piers impact foundation system would be used to provide support for the building. Approximately 1,000 holes would be advanced down to the design depth by specially designed mandrel and

tamper foot. Each Geopier would be approximately 24-inch in diameter and installed approximately 8 feet deep into the soil. The unique design of the Geopier impact system eliminates soil spoils and displaces soils laterally, densifying and reinforcing soils. After the mandrel has been driven to about 8 feet, the hollow mandrel would serve as a conduit for aggregate placement. The process densifies aggregate vertically and the patented beveled tamper foot forces aggregate laterally into cavity sidewalls. The proposed building slabs would be supported on a grid of Geopier's or equivalent gravel piers in such way that the slab does not receive support for the underlying soil.

Access and Parking

The proposed project would be accessed via a driveway on E. Chapman Avenue near the center of the project site that leads to six levels of parking garage in the northeastern part of the project site (see Figure 8). The E. Chapman driveway would provide access to the parking garage by turning right-in from westbound E. Chapman Avenue, left-turn in from the left-turn pocket on eastbound E. Chapman Avenue, and right-turn out onto westbound E. Chapman Avenue. No U-turn is allowed at the E. Chapman Avenue and N. Commonwealth Avenue intersection. The driveway on N. Commonwealth Avenue would allow one right-in and right-out for commercial deliveries, waste pick-up, and emergency vehicles. The parking garage would provide a total of 376 parking spaces, and the spaces on each level are described in Table 2, *Parking Summary*. The Specific Plan includes parking standards of 3 spaces/1,000 square feet for commercial uses, 0.64 space per unit for residential uses, and 0.13 space per unit for residential guest spaces, requiring a total of 362 spaces. The proposed project would provide 38 retail spaces, 282 residential spaces, and 56 residential guest spaces for a total of 376 parking spaces, exceeding the Specific Plan's parking standards. The entire level 1 parking area would accommodate 32 retail parking spaces, and the additional 6 retail parking spaces would be provided up the ramp in the mezzanine-level parking. The parking garage would also provide capacity for parking 197 bicycles. The bicycle parking room would be equipped with bike racks, and bike owners would need to provide their own locks to secure the bikes. The bicycle parking room access would be controlled by a fob-based entry system. Residential spaces would be physically separated from the retail spaces on different levels through a gate or similar mechanism controlled by a fob-based entry system. Fire access would be provided along the northern boundary from N. Commonwealth Avenue.

Table 2 Parking Summary

Levels	Total	Handicapped	Compact	Standard
Level 1 Parking (retail parking)	32	4	1	27
Mezzanine	66	2	18	46
Level 2 Parking	66	2	18	46
Level 3 Parking	66	2	18	46
Level 4 Parking	66	1	18	47
Level 5 Parking	80	1	18	61
Total Vehicle Parking	376	12	91	275
Bicycle Parking	197	-	-	-

1. Introduction

Site Security and Control

The proposed project would provide security cameras throughout the building, inside and outside. A fob-based access control system would be provided on all exterior entry points and as-needed interior locations. The front lobby would remain open when the leasing office is in operation, but all other doors and elevators that allow access into tenant areas, office areas, residential units, parking garage, and amenity spaces would be equipped with card readers to limit access. Entry doors for all residential units would also be accessed with a fob-based access control system, and all individual bedroom doors would be secured with deadbolts. Full-time site staff would be provided with supplemental security staff on special event days at the building.

Utility Improvements

Water: The proposed project would connect to the City's existing infrastructure and would be served by the City's water service division. There are existing 8-inch and 10-inch water lines along E. Chapman Avenue and N. Commonwealth Avenue, respectively. The proposed project would connect to the existing water line on E. Chapman Avenue.

Wastewater. The City provides wastewater service to the project site and there are existing 8-inch sewer lines along E. Chapman Avenue and N. Commonwealth Avenue. The proposed project would remove the existing 8-inch public sewer line that runs north-south through the site and construct a new 8-inch public sewer line, running west, along the project site's northern boundary within the proposed 20-foot sanitary sewer easement, which would connect to the existing 8-inch sewer on N. Commonwealth Avenue. The proposed project would connect to this new sewer line.

Storm Drain. The proposed project would construct on-site storm drains, which would connect into an existing curb inlet near the intersection of E. Chapman Avenue and N. Commonwealth Avenue. The inlet discharges via an existing 18-inch storm drain lateral that connects to an existing 42-inch storm drain main that flows west under E. Chapman Avenue.

Other: The proposed project includes abandoning an existing 6-foot public electric easement that runs east-west across the project site.

Proposed General Plan and Zoning

The project site is designated Office by the General Plan and zoned O-P (Office Professional) by the zoning map, as shown in Figure 4. The project applicant proposes to amend the General Plan land use designation from Office to High Density Residential, and change the zoning designation from O-P (Office Professional) to SPD (Specific Plan District).

Requested Discretionary Approvals

The City of Fullerton is the lead agency under CEQA and has the principal approval authority over the proposed project. In order to implement the proposed project, the City requires the following discretionary approvals:

- **General Plan** Revision to change the site's existing Office land use designation to High Density Residential.
- **Zoning Amendment** to change the existing O-P (Office Professional) zoning classification to SPD (Specific Plan District).
- **Specific Plan** to establish the development standards and land use regulatory framework applicable to the project site.
- **Major Site Plan** for review of development concept, including site layout, architectural design, landscape design, and associated physical design features.
- **Tentative Parcel Map** to create one parcel under common ownership.

1.3.2 Project Phasing

The proposed project would be completed in one phase upon acquisition of necessary permits. Construction is estimated to be completed in approximately 27 months, beginning in January 2022 and ending by March 2024.

1.4 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

A responsible agency is a public agency other than the lead agency that has responsibility for carrying out or approving a project (CEQA Guidelines § 15381 and Public Resources Code § 21069). As part of the proposed project, the following approvals from responsible agencies are required:

- **Santa Ana Regional Water Quality Control Board.** Compliance with Construction General Permit Order No. 2009-009-DWQ and its subsequent revisions under Order No. 2012-0006-DWQ, and compliance with the National Pollutant Discharge Elimination System (NPDES) Permit.
- **South Coast Air Quality Management District.** Approval to operate boilers in compliance with Rule 1146.2.

1. Introduction

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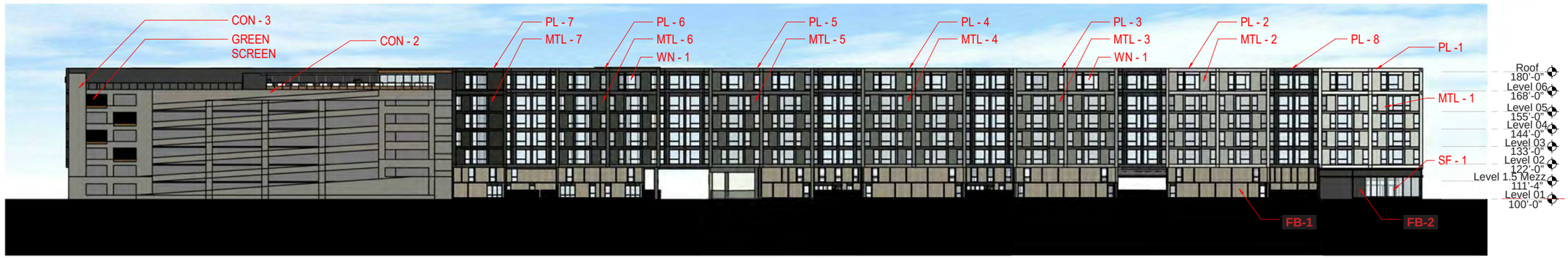
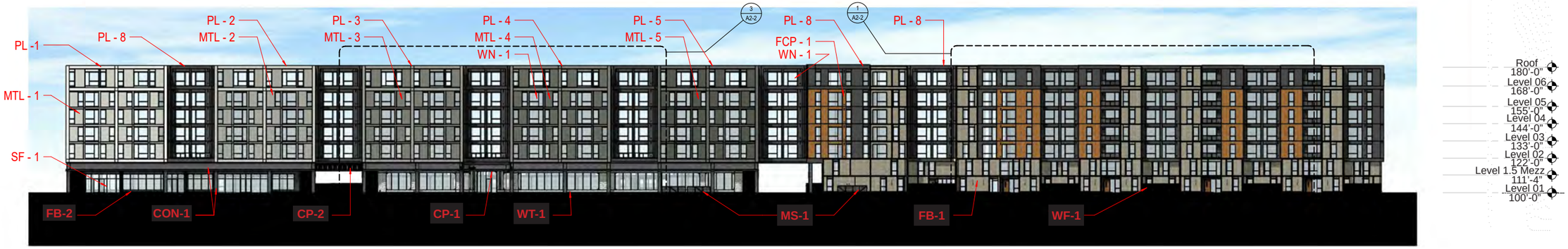
Figure 5 - Building Elevations - North and South



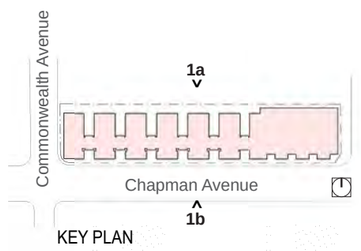
1a. North Elevation



1b. South Elevation

MATERIALS	DESCRIPTION
MTL -1	CORRUGATED METAL PANEL (COLOR 1)
MTL - 2	CORRUGATED METAL PANEL (COLOR 2)
MTL - 3	CORRUGATED METAL PANEL (COLOR 3)
MTL - 4	CORRUGATED METAL PANEL (COLOR 4)
MTL - 5	CORRUGATED METAL PANEL (COLOR 5)
MTL - 6	CORRUGATED METAL PANEL (COLOR 6)
MTL - 7	CORRUGATED METAL PANEL (COLOR 7)
MTL - 8	CORRUGATED METAL PANEL (COLOR 8)
PL - 1	PLASTER FINISH (COLOR 1)
PL -2	PLASTER FINISH (COLOR 2)
PL - 3	PLASTER FINISH (COLOR 3)
PL - 4	PLASTER FINISH (COLOR 4)
PL - 5	PLASTER FINISH (COLOR 5)
PL - 6	PLASTER FINISH (COLOR 6)
PL - 7	PLASTER FINISH (COLOR 7)
PL - 8	PLASTER FINISH (COLOR 8)

FCP - 1	FIBER CEMENT PANELS (WOOD LOOK)
FB - 1	FACEBRICK LIGHT
FB - 2	FACEBRICK DARK
CON - 1	CONCRETE - BOARD FORM TEXTURE
CON - 2	CONCRETE - COLOR/TEXTURE 1
CON - 3	CONCRETE - COLOR/TEXTURE 2
WT - 1	WALL TILE
SF - 1	GLASS STOREFRONT SYSTEM
GR - 1	ALUMINUM GUARDRAIL
CP - 1	METAL CANOPY W/ WOOD SOFFIT
CP - 2	WOOD TRELLIS
WF - 1	WOOD FENCE
MS - 1	PERFORATED METAL SCREEN



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Source: DLR Group, 2021

1. Introduction

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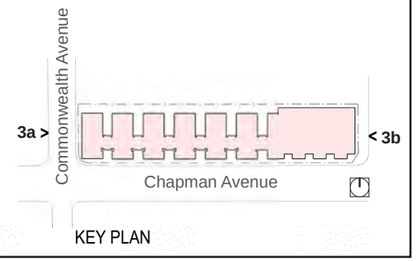
Figure 6 - Building Elevations - West and East

3a. Enlarged West Elevation

3b. Enlarged East Elevation

MATERIALS	DESCRIPTION
MTL-1	CORRUGATED METAL PANEL (COLOR 1)
MTL-8	CORRUGATED METAL PANEL (COLOR 8)
PL-1	PLASTER FINISH (COLOR 1)
PL-8	PLASTER FINISH (COLOR 8)
FCP-1	FIBER CEMENT PANELS (WOOD LOOK)
FB-1	FACEBRICK LIGHT
FB-2	FACEBRICK DARK
CON-1	CONCRETE - BOARD FORM TEXTURE
CON-3	CONCRETE - COLOR/TEXTURE 2
SF-1	GLASS STOREFRONT SYSTEM
CP-1	METAL CANOPY W/ WOOD SOFFIT
WN-1	VINYL WINDOW, DARK BRONZE COLOR



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Source: DLR Group, 2021

1. Introduction

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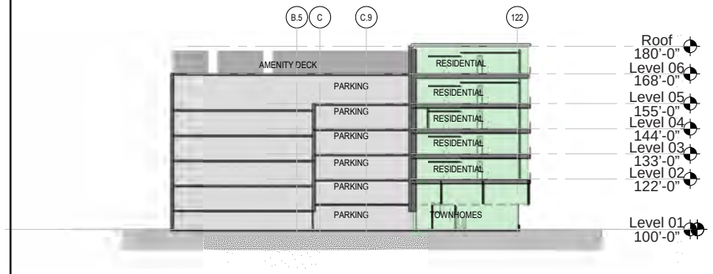
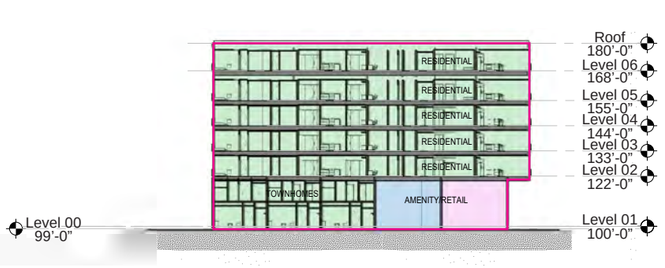
Figure 7 - Building Section Views
1. Introduction

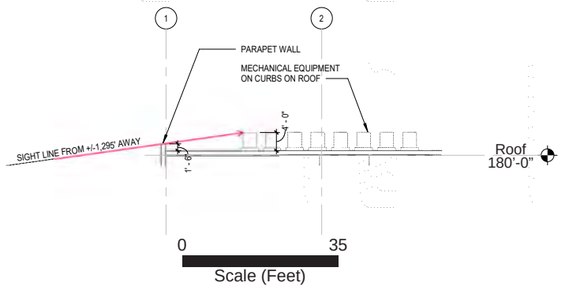
East/West Section - 1



North/South Section at Garage - 2



North/South Section at Retail - 3



Mechanical Equipment Screening

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Scale (Feet)

Source: DLR Group, 2021

1. Introduction

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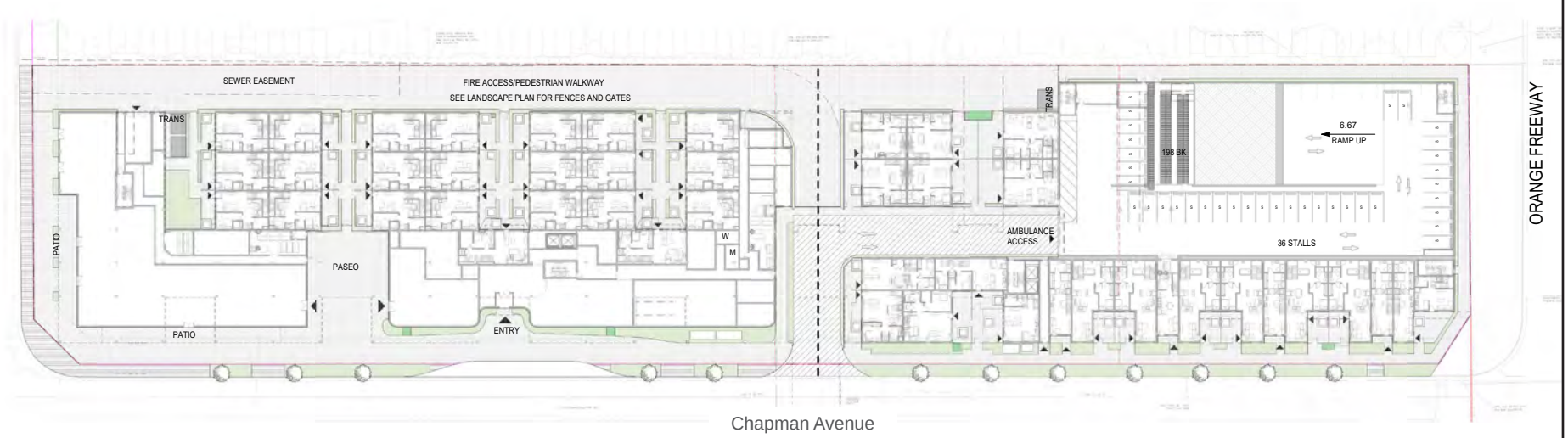
Figure 8 - Proposed Site Plan
1. Introduction



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Source: CORE, 2021

1. Introduction

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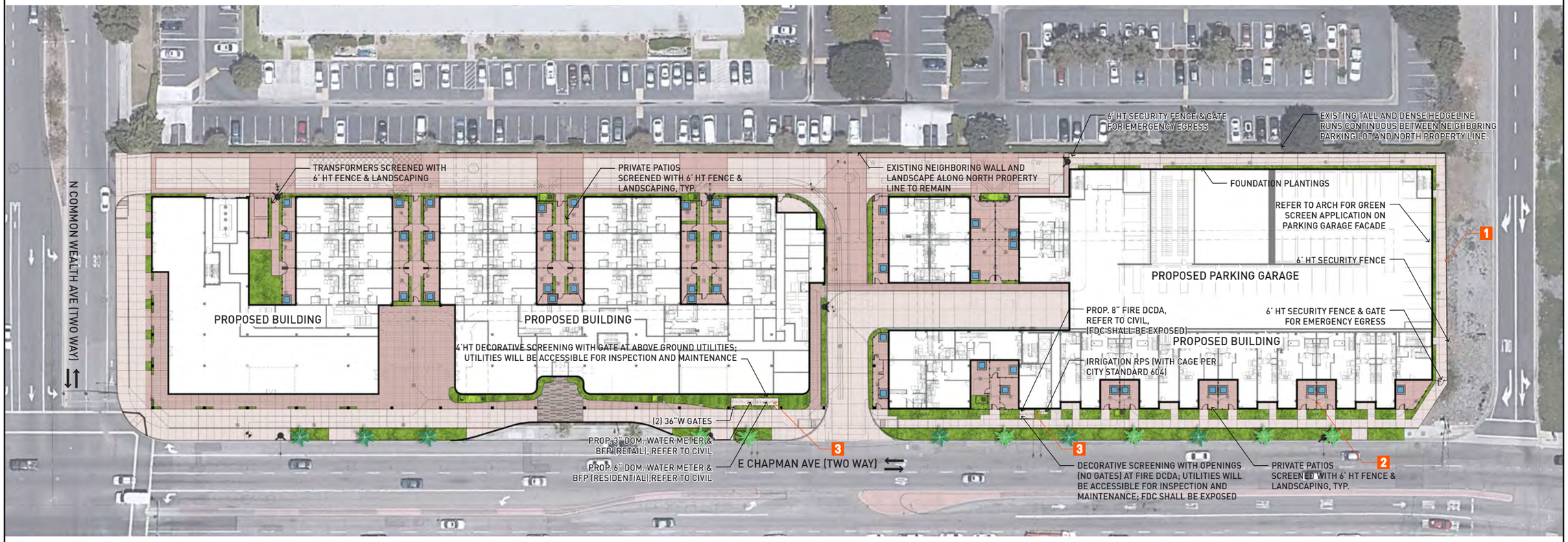
Figure 9 - Proposed Landscape, Wall, and Fence Plan



1 6' Security Fence and Gate

2 6' H Private Patio Screening Fence and Gate

3 4' Potential Decorative Screening and Gate at Above-Ground Utilities; Utilities will be Accessible for Inspection and Maintenance; Irrigation RPS shall have Cage per City Standard 604

0 70
Scale (Feet)

Source: CORE, 2021

1. Introduction

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Figure 10 - Perspective Views
1. Introduction

① View 1

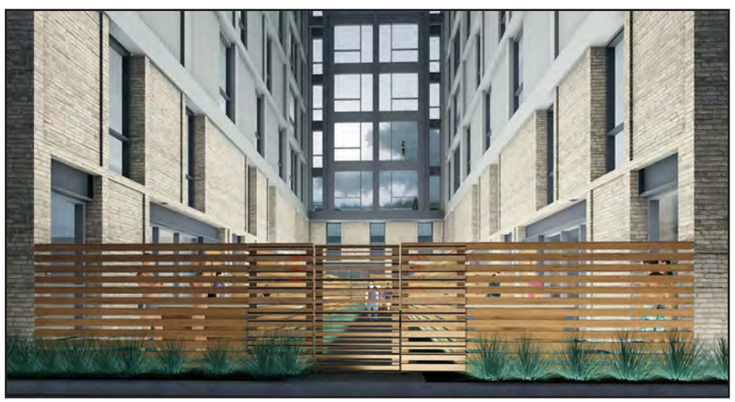
② View 2

③ View 3

④ View 4

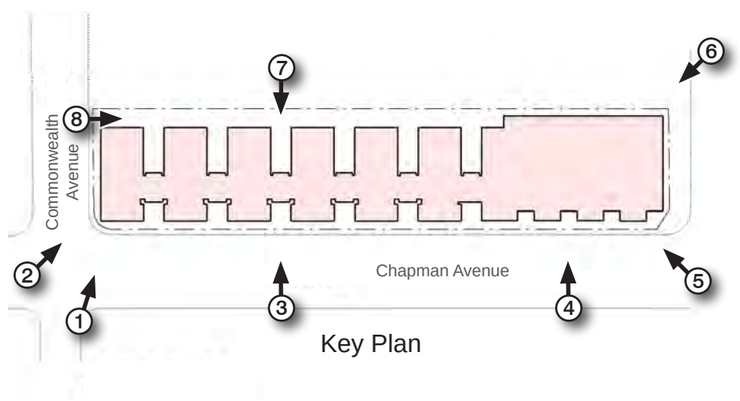
⑤ View 5

⑥ View 6



⑦ View 7

⑧ View 8



NO SCALE

Source: DLR Group, 2021

1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Hub Fullerton Project

2. **Lead Agency Name and Address:**
   City of Fullerton
   303 W. Commonwealth Avenue
   Fullerton, CA 92832

3. **Contact Person and Phone Number:**
   Heather Allen, Planning Manager
   (714) 738-6884

4. **Project Location:**
   2601, 2701, and 2751 E. Chapman Avenue, City of Fullerton (APNs 338-091-07, 338-091-05, 338-091-06).

5. **Project Sponsor's Name and Address:**
   Core Spaces
   1643 North Milwaukee Avenue, 5th Floor
   Chicago, IL 60647

6. **General Plan Designation:** Office

7. **Zoning:** O-P (Office Professional)

8. **Description of Project:**
   The proposed Hub Fullerton project (proposed project) would result in the development of a 3.55-acre site in the City of Fullerton into a student-oriented residential land use consisting of 420 units (1,251 beds) with 12,438 square feet of neighborhood-supporting commercial space on the ground floor.

9. **Surrounding Land Uses and Setting:**
   South across E. Chapman Avenue are single-family residential uses and west across N. Commonwealth Avenue is the University House, a multi-story (predominantly four stories) student-oriented housing with ground-floor retail. A three-story apartment building and associated surface parking lots are located to the north of the project site. Uses beyond the apartments to the north include University Plaza, CSUF College Park, and Hope International University. The project site is bordered by the SR-57 southbound off-ramp right-of-way easement and the SR-57 to the east.

2. Environmental Checklist

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

- Regional Water Quality Control Board
- South Coast Air Quality Management District

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

> Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

A list of tribes was provided by the Native American Heritage Commission (NAHC) in March 2021. Letters were sent to representatives on the list provided by the NAHC in accordance with Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) on March 25, 2021 via both email and certified mail. On March 26, 2021, the Gabrieleño Band of Mission Indians – Kizh Nation requested consultation with the City pursuant to SB 18 and AB 52. On May 27, 2021, per the request of Kizh Nation, a consultation meeting was scheduled for July 8, 2021. However, on June 21, 2021, the Kizh Nation requested to reschedule the meeting to July 21, 2021, and the City agreed. On July 19, 2021, the Kizh Nation requested that communication take place electronically and canceled the meeting. The City agreed and sent the soil boring locations and boring log data describing the earth materials beneath the project site . On August 16, 2021, the Kizh Nation provided pertinent tribal archive information indicating that the project site is located within and around the Gabrieleno community of Hutukngna, which is now known as the City of Fullerton. The Kizh Nation indicated that the proposed project has potential to inadvertently impact tribal cultural resources and requested that a tribal monitor monitors all ground-disturbing work.

Once consultation is established, an MND cannot be adopted until consultation has concluded. Consultation is deemed concluded under these circumstances: 1) A tribe does not engage in the consultation process or provide comments; 2) consultation occurs in good faith, but fails to produce an agreement; and 3) consultation occurs and produces an agreement. The City is in the process of consulting with the Kizh Nation and an agreement has not been reached. Since the consultation has been established and 30 days have been passed, the lead agency can circulate the CEQA document prior to concluding the consultation.

2.2 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 / Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

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

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

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

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

Heather R Allen

Signature

August 19, 2021

Date

Planning Manager

City of Fullerton

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2. Environmental Checklist

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3. Environmental Analysis

This chapter provides an evaluation of the impact categories and questions contained in the CEQA Guidelines Appendix G checklist and identified mitigation measures, if applicable.

3.1 AESTHETICS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as conditions of approval (COAs) for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though potentially significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures.

COA 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.

COA 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.

COA 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.

Except as provided in Public Resources Code Section 21099, would the project:

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

Less Than Significant Impact. Vistas provide visual access or panoramic views to a large geographic area. The Final Program EIR for The Fullerton Plan indicates that the city is approximately 90 percent developed—the southern portion of the city is relatively flat, and the northern portion of the city is dominated by gently rolling hills that offer long range views and broad vistas. The project site is in an urban area that is generally flat and is near the central eastern edge of the city limits. As shown in Figure 3, *Aerial Photograph*, the project site and the vicinity are highly developed and not part of any unique scenic resources. Views from the flat southern areas to the north are primarily associated with the East and West Coyote Hills. The East Coyote Hills and the Panorama Nature Preserve offer scenic views and are approximately 1.5 miles northwest of the project site. However, due to the distance, varying topography of the city, and the highly urbanized nature of the surrounding area, views of and from the Panorama Nature Preserve would not be impacted. Therefore, impacts to scenic vistas would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The closest designated State Scenic Highway is the portion of SR-91 from SR-55 to the east of the Anaheim city limit, approximately 1.8 miles southeast of the project site (Caltrans 2021). The closest eligible State Scenic Highway is the portion of SR-57 between SR-90 and SR-60, approximately 1 mile north of the project. Due to the distance and because of the highly urbanized nature of the surrounding area, the project site would not be visible from the officially designated and eligible state scenic highways, and development of the proposed project would not impact scenic resources within an eligible state scenic highway. Therefore, no impact would occur.

c) In nonurbanized 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 project site is in a heavily urbanized area that is primarily surrounded by institutional, residential, and commercial uses. The project site is currently developed with four 2-story office buildings and an associated surface parking lot, consistent with the existing O-P (Office Professional) zoning. The City protects scenic resources and visual character through implementation of the Fullerton Zoning Code (Municipal Code Title 15), which provides specific development standards. The proposed project would

develop a six-story 420-unit student-oriented housing project with commercial space on the ground floor and an associated parking garage that would meet the development standards and design guidelines of the proposed Hub Fullerton Specific Plan. The maximum height would be 80 feet at the top of the roof from the finished grade as shown in building elevations figures (Figures 5 and 6). With approval of the Hub Fullerton Specific Plan, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Because the project site is currently developed and surrounded by various urban development, such as three-story apartments to the north, four-story student-oriented housing with retail on the ground floor to the west, and one-story single-family residential units to the south across E. Chapman Avenue, the proposed project would be compatible with the existing urban character of the project vicinity.

Additionally, Public Resources Code (PRC) Section 21099(d) indicates that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. Infill site means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. As discussed in Section 3.17, Transportation, the project site as identified as being within a Transit Priority Area (TPA), or a half-mile from high-quality transit. High-quality transit is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. The project site is in an urban area that is developed with office buildings, and would be redeveloped as a student-oriented housing development with ground-floor commercial uses. Therefore, pursuant to PRC Section 21099, aesthetic impacts of the proposed project would not be considered significant impacts on the environment. Impacts would be less than significant.

During construction, the project site would be fenced, and staging areas would be screened from view from residential properties. Aesthetic impacts during construction would be temporary and would not conflict with any zoning and other regulations governing scenic quality. Additionally, upon implementation of measures as standard conditions The Fullerton Plan Mitigation Measures AES-1 through AES-3 as COA, construction aesthetics impacts would further be reduced. 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.

Spill Light and Glare

The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb.

The project site is in an urban setting that is fully developed. Surrounding land uses also generate light from street lights, vehicle lights, and lights from commercial, residential, and institutional uses. The proposed project would not significantly increase nighttime lighting on-site. Pedestrian scale lighting fixtures would be provided to illuminate all exterior entries and walkways, including sidewalks. The lighting fixtures are anticipated to be

shielded and directed downward so as not to cause light to spill outside of the intended areas. No electronic signage with blinking lights and/or unusually intense lights would be provided. As shown in Figures 5 and 6, *Building Elevations*, building finishes would primarily comprise of non-reflective building materials such as plaster materials, corrugated metal panels, concrete, and facebricks. Therefore, the proposed project is not anticipated to create substantial light and glare impacts. Therefore, impacts would be less than significant.

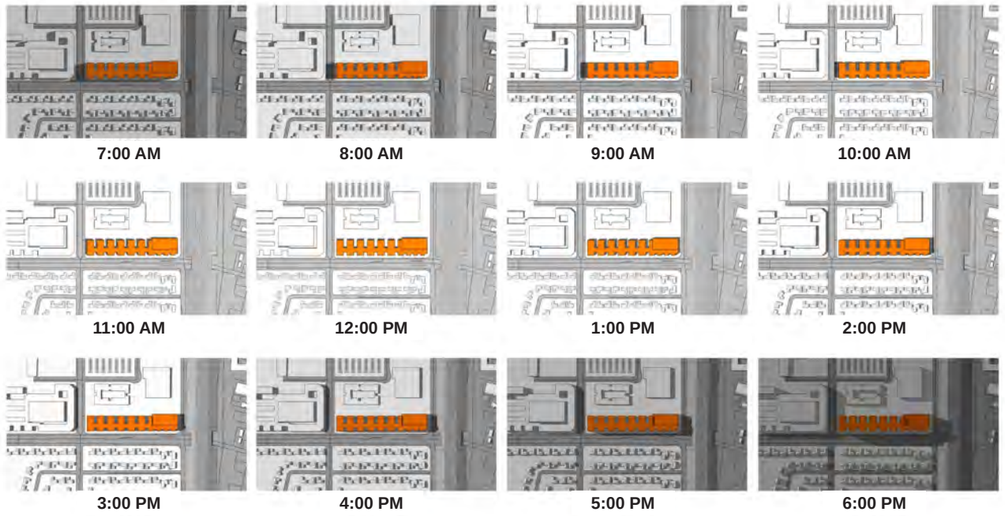
Shade and Shadow

Shade and shadow is an environmental impact associated with aesthetic and visual resources because they pertain to the blockage of direct sunlight by proposed structures, which may adversely impact shadow-sensitive uses on adjacent properties. Shadow-sensitive land uses may include residential, recreational, schools, and restaurants with outdoor eating areas that routinely use outdoor spaces for direct sunlight and warmth from the sun. The City of Fullerton does not provide any specific provisions for regulating shade or shadow impacts. Therefore, it was assumed for this analysis that the shadow impacts would be considered significant if 50 percent of a sun-sensitive area is in shadow for at least 50 percent of the season (e.g., four hours between 8 am and 3 pm during winter).

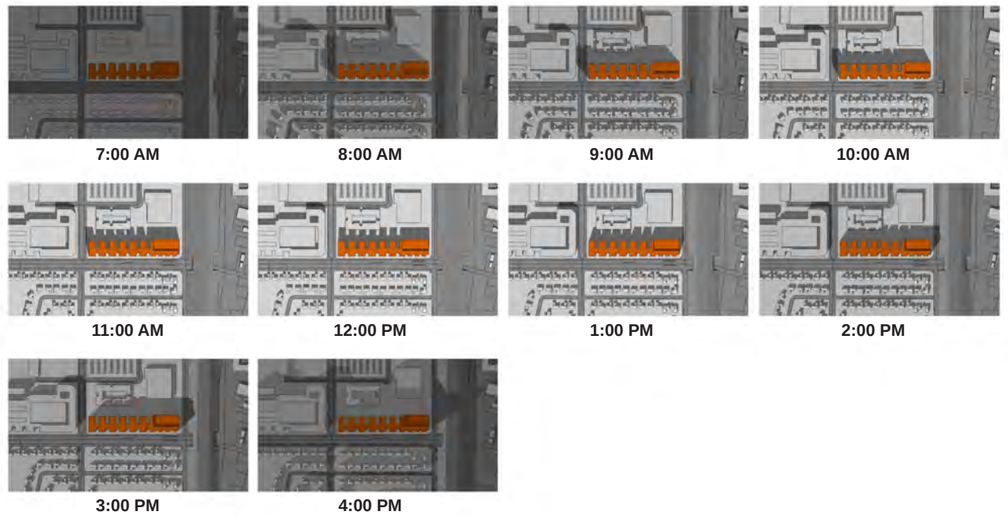
Figure 11, *Shadow Study,* shows the shadows that would be caused by the proposed buildings at various times of the day during summer solstice, winter solstice, and spring/fall equinoxes. The shadow study was created using the SketchUp computer model. The proposed project would increase shadows on- and off-site compared to existing conditions. During the summer solstice and the spring/fall equinoxes, shadows created by the proposed building would not be cast on the surrounding residential uses.

During the winter solstice, shadows would be cast on the residential uses to the west (University House) on less than 50 percent of the building, and to the northwest (The Pointe at College Place Apartments) on more than 50 percent of the building at 8 am. However, by 10 am, only a portion of The Pointe at College Place Apartments (less than 50 percent) would be in shadow. From 10 am to 3 pm, the shadows would be cast only slightly to the south elevation of The Pointe at College Place Apartments. By 4 pm, the shadows created by the proposed project would shade both The Pointe at College Place Apartments and the UCE Apartment Homes to the north, but the shadow coverage of the buildings would be less than 50 percent, and the sun would set by about 5 pm. Therefore, the project-generated shadows are not expected to shade 50 percent of the adjacent sun-sensitive residential development to the west, north, and south for more than a total of four hours during the day. Therefore, impacts would be less than significant.

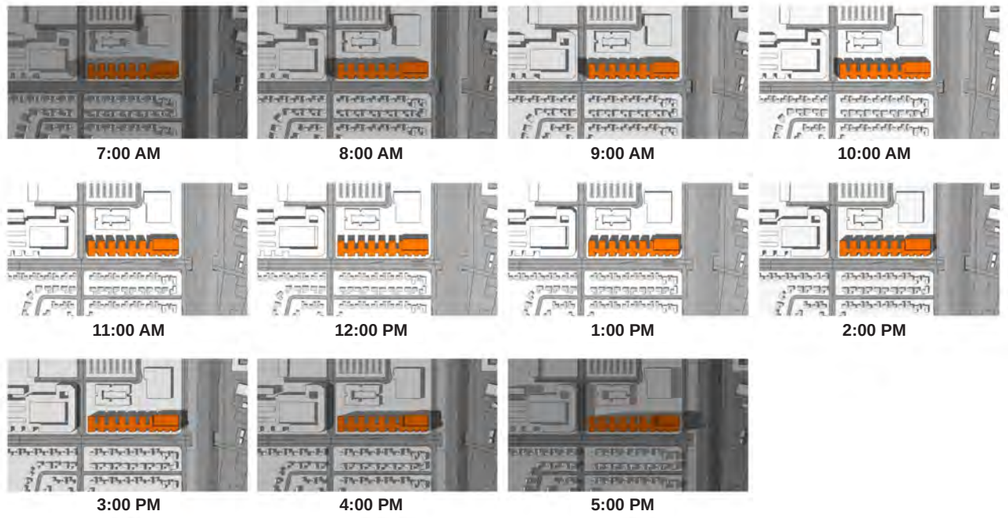
Figure 11 - Shadow Study
3. Environmental Review



SUMMER SOLSTICE



WINTER SOLSTICE



SPRING/FALL EQUINOX

NO SCALE

Source: DLR Group, 2021

3. Environmental Analysis

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3.2 AGRICULTURE AND FORESTRY RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

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?

No Impact. The project site has no agricultural or farm use on it, nor is there agricultural or farm use in its immediate proximity. No project-related farmland conversion would occur. The project site is zoned O-P

(Office Professional). The project site is listed as Urban and Built-Up Land and is not mapped as important farmland by the Division of Land Resource Protection (CDC 2016). Therefore, no impact would occur.

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

No Impact. The zoning designation for the project site is O-P (Office Professional). The proposed project would not conflict with agricultural zoning or a Williamson Act contract because it is not zoned for agricultural use. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open-space use under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. Since the project site is zoned O-P (Office Professional), there is no Williamson Act contract in effect on-site. Therefore, 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. Project development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California PRC § 12223 [g]). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California PRC § 4526). The project site is zoned O-P (Office Professional). Therefore, no impact would occur.

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

No Impact. Vegetation on-site is limited to ornamental vegetation. Project construction would not result in the loss or conversion of forestland. Therefore, no impact would occur.

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

No Impact. Maps from the Division of Land Resource Protection indicate that there is no important farmland or forestland on the project site or in the surrounding vicinity. Project development would not indirectly cause conversion of such land to nonagricultural or nonforest use. Therefore, no impact would occur.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2019).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including volatile organic compounds (VOC), CO, NOx, SOx, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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?			X	
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?		X		
c)	Expose sensitive receptors to substantial pollutant concentrations?		X		
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

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?

Less Than Significant Impact. The South Coast AQMD adopted the 2016 Air Quality Management Plan (AQMP) on March 3, 2017. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of general plans, specific plans, and significant projects.

3. Environmental Analysis

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. The project would result in 420 residential units. As discussed in Section 3.19, *Population and Housing*, the proposed project's population growth would be within SCAG's forecast growth projections for the city. Additionally, as demonstrated in Section 3.3(b), the regional emissions that would be generated by the operational phase of the proposed project would be less than the South Coast AQMD emissions thresholds. They would therefore not be considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of VOCs from paints and asphalt.

Construction activities for the mixed-use residential and commercial development are anticipated to disturb 3.55 acres on the project site. The project would involve building and asphalt demolition as well as debris haul and reprocessing, site preparation, rough and fine grading and soil haul, utilities trenching, building construction, paving, architectural coating, and finishing and landscaping. Construction is anticipated to take approximately 27 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2.25, and are based on the preliminary construction duration and equipment mix provided by the applicant. Construction emissions modeling is shown in Table 3 and shows that maximum daily emissions for NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. However, construction-related VOC emissions generated from paints used in architectural coating of the new structures on the project site would exceed the South Coast AQMD regional significance threshold for VOC prior to mitigation.

Table 3 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2022						
Demolition, Demolition Reprocessing, and Haul 2022	1	11	9	<1	2	1
Site Preparation	1	5	8	<1	<1	<1
Rough Grading and Soil Haul	6	76	43	<1	8	4
Rough Grading and Soil Haul, Ground/Soil Improvement	6	80	47	<1	8	4
Ground/Soil Improvement	<1	4	4	<1	<1	<1
Ground/Soil Improvement and Fine Grading and Soil Haul	2	28	17	<1	2	1
Fine Grading and Soil Haul	2	24	13	<1	2	1
Utility Trenching	1	11	12	<1	1	<1
Building Construction 2022	2	8	13	<1	5	1
Year 2023						
Building Construction 2023	2	6	12	<1	5	1
Year 2024						
Building Construction 2024	2	6	12	<1	5	1
Building Construction 2024 and Finishing/Landscaping	2	8	15	<1	5	1
Building Construction 2024, Finishing/Landscaping, Paving, and Architectural Coating	140	17	31	<1	6	2
Finishing/Landscaping	<1	1	3	<1	<1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	140	76	43	<1	8	4
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.25.

[1] Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Implementation of Mitigation Measures AQ-1 would reduce construction-related emissions to below the significance thresholds by requiring use of 50 gram per liter VOC-content paints for building coatings. Table 4 shows the maximum daily regional construction emissions with mitigation incorporated. Therefore, air quality impacts from project-related construction activities would be less than significant with incorporation of mitigation.

3. Environmental Analysis

Table 4 Maximum Daily Regional Construction Emissions With Mitigation Incorporated

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Building Construction 2024, Finishing/Landscaping, Paving, and Architectural Coating	69	17	31	<1	6	2
Maximum Daily Construction Emissions						
Maximum Daily Emissions	73	76	43	<1	8	4
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.25.

[1] Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

[3] Includes implementation of Mitigation Measure AQ-1, which would require use of paints with 50 VOC content for building coating activities.

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions associated with the proposed project include area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas from building heating and operation of barbecue grills and fire pits), and mobile sources (i.e., on-road vehicles). The proposed project would redevelop the existing office uses with a mixed-use residential and commercial development near CSUF and HIU. The proposed project would result in the development of 420 residential units (1,251 beds) and retail uses on the project site. The residential units/beds would be student oriented to attract students from CSUF and HIU. The proposed project has the potential to reduce per capita vehicle miles traveled (VMT) because of its proximity to CSUF and HIU. The proposed buildings would also, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen). In addition, the proposed project would include operation of boilers for heating water. Boilers would be permitted by the South Coast AQMD and would comply with Rule 1146.2, which requires low-NOx efficient boilers. Thus, the emissions from this source would comply with South Coast AQMD emissions limits and risk thresholds, as required through the permit process for the boilers. As shown in Table 5, it is anticipated that operation of the proposed project would result in overall minimal net emissions and would not exceed the South Coast AQMD regional operation-phase significance thresholds. Impacts to the regional air quality associated with operation of the project would be less than significant without mitigation.

Table 5 Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing Conditions Emissions						
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile[3]	1	1	8	<1	3	1
Total	2	1	8	<1	3	1
Proposed Project Emissions						
Area	12	<1	35	<1	<1	<1
Energy[1,2]	<1	1	1	<1	<1	<1
Mobile[3]	2	3	26	<1	9	2
Total	15	4	62	<1	9	3
Net Emissions						
Area	11	<1	35	<1	<1	<1
Energy[1,2]	<1	1	<1	<1	<1	<1
Mobile[3]	2	1	19	<1	6	2
Total	13	3	54	<1	6	2
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2.25. Highest winter or summer emissions report.
Notes: lbs: Pounds.
[1] Proposed residential units are assumed to be designed and built to meet the 2019 Building Efficiency Standards and CALGreen Code based on information provided by the applicant. The reductions for newly constructed multifamily residential buildings are estimated to be 5 percent for natural gas. Newly constructed nonresidential buildings are estimated to have a 1 percent reduction for natural gas (NORESCO 2018).
[2] Pursuant to the CalEEMod User's Guide, the 'Process Boilers' option should not be used for boilers providing heating or building hot water as natural gas use from the boilers is accounted for in the energy rates in CalEEMod.
[3] Existing and proposed project vehicle emissions are based on year 2024 emission rates in order to isolate the effect of the change in land uses at buildout

Mitigation Measures

Construction

AQ-1 The construction contractor(s) shall only use paints with a VOC (volatile organic compound) content of 50 grams or less per liter (g/L) to reduce VOC emissions. All building and site plans shall note use of paints with a VOC content of 50 g/L or less. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City's Building and Safety Department clearly show the requirement for use of paint with a VOC content of 50 g/L or less for the specified buildings.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

3. Environmental Analysis

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest off-site sensitive receptors are the residences along College Place to the north of the project site (i.e., The Pointe at College Place Apartments and UCE Apartment Homes).

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 6 shows that the maximum daily construction emissions (pounds per day) for NOx, CO, PM_{10}, and $PM_{2.5}$ construction emissions would be less than their respective South Coast AQMD screening-level LSTs. Therefore, air quality impacts from project-related construction activities would be less than significant.

Table 6 Localized Construction Emissions

Construction Activity	Pollutants (lbs/day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
South Coast AQMD **≤1.00 Acre LST**	103	522	4.00	3.00
Demolition, Demolition Reprocessing, and Haul 2022	8	7	1.56	0.44
Site Preparation	5	8	0.21	0.19
Ground/Soil Improvement	4	4	0.16	0.15
Building Construction 2022	0	0	0	0
Building Construction 2023	0	0	0	0
Building Construction 2024	0	0	0	0
Building Construction 2024 and Finishing/Landscaping	1	3	0.07	0.06
Building Construction 2024, Finishing/Landscaping, Paving, and Architectural Coating	11	17	0.53	0.49
Finishing/Landscaping	1	3	0.07	0.06
Exceeds LST?	No	No	No	No
South Coast AQMD 2.00 Acre LST	126	805	18.07	5.94
Fine Grading and Soil Haul	18	11	1.35	0.68
Utility Trenching	11	11	0.45	0.41
Exceeds LST?	No	No	No	No
South Coast AQMD 2.50 Acre LST	159	853	6.83	4.33
Ground/Soil Improvement and Fine Grading and Soil Haul	22	15	1.51	0.83
Exceeds LST?	No	No	No	No
South Coast AQMD 3.55-Acre LSTs	185	1,046	8.58	5.03
Rough Grading and Soil Haul	52	35	5.88	3.51
Rough Grading and Soil Haul, Ground/Soil Improvement	56	39	6	4
Building Construction 2024	0	0	0	0

Table 6 Localized Construction Emissions

Construction Activity	Pollutants (lbs/day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
Building Construction 2024 and Finishing/Landscaping	1	3	0.07	0.06
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.2.25. South Coast AQMD 2008 and 2011.
Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on receptors within 82 ft in SRA 16.
[1] Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.
[2] Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risk

The proposed project would elevate concentrations of toxic air contaminants and $PM_{2.5}$ in the vicinity of sensitive land uses during construction activities. The nearest sensitive receptors to the project site are the multi-family residences to the north along College Place. Consequently, a site-specific construction health risk assessment (HRA) of toxic air contaminants was prepared (see Appendix B).

The United States Environmental Protection Agency's (EPA) AERMOD, Version 9.9, dispersion modeling program was used to estimate excess lifetime cancer risk and chronic noncancer hazard index for noncarcinogenic risk annual concentrations at the nearest sensitive receptors. The results of the analysis are shown in Table 7, *Construction Risk Summary*.

Table 7 Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Receptor – Off-Site Resident	11.0	0.34
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	Yes	No

See Appendix B, HRA.
Note: Cancer risk calculated using 2015 OEHHA HRA guidance.

The results of the HRA are based on the maximum receptor concentration over an approximately 24-month construction exposure duration for off-site receptors. Risk is based on the updated Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual (OEHHA 2015):

- Cancer risk for the maximum exposed off-site resident from construction activities related to the proposed project were calculated to be 11.0 in a million, which would exceed the 10 in a million-significance threshold. Using the latest 2015 OEHHA Guidance Manual, the calculated total cancer risk conservatively assumes that the risk for the maximum exposed receptor (MER) consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the approximately 27-month construction period; therefore, all calculated risk values were multiplied by a factor of 10. In addition, it was conservatively

assumed that the residents were outdoors 8 hours a day, 260 construction days per year, and exposed to all of the daily construction emissions.

- For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the off-site sensitive receptors. Therefore, chronic noncarcinogenic hazards are within acceptable limits.

Because cancer risk for the MER would exceed South Coast AQMD significance threshold due to construction activities associated with the proposed project, a mitigation measure is required to reduce the construction health risk to a less than significant level. Mitigation Measure AQ-2 requires use of the EPA Tier 4 interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower. With incorporation of Mitigation Measure AQ-2, the project's localized construction emissions would be reduced to a less than significant level. As shown in Table 8, with mitigation, cancer risk would be less than the South Coast AQMD significance thresholds for residential-based receptors. Therefore, the project would not expose off-site sensitive receptors to substantial concentrations of air pollutant emissions during construction, and impacts would be less than significant with mitigation.

Table 8 Construction Risk Summary With Mitigation Incorporated

Receptor	Cancer Risk (per million)[1]	Chronic Hazards
Maximum Exposed Receptor – Off-site Resident	1.9	0.005
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	No	No

Source: Appendix B, HRA.
Note: Cancer risk calculated using 2015 OEHHA HRA guidance.
[1] Risks incorporate Mitigation Measure AQ-2, which includes using construction equipment which meets EPA Tier 4 Interim engine requirements for equipment over 50 horsepower

Operation LSTs

Operation of the proposed project would not generate substantial emissions from on-site stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur on-site, which require a permit from South Coast AQMD. Though the proposed project does not fall within these categories of uses, it would include operation of boilers. Boilers would be permitted by the South Coast AQMD and would comply with Rule 1146.2, which requires low-NOx efficient boilers. While operation of the new buildings would use standard on-site mechanical equipment such as heating, ventilation, and air conditioning equipment, air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed-up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per

million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). The proposed project is anticipated to generate a total of 1,730 weekday daily trips, including 124 AM peak-hour and 176 PM peak-hour trips. With 176 PM peak-hour vehicle trips, the project-related trips would be minimal compared to the AAQS screening levels. The proposed project would not substantially increase CO hotspots at intersections, and impacts would be less than significant.

Mitigation Measures

Construction Health Risk

AQ-2 During construction, the construction contractors shall use equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated that such equipment is not available. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Tier 4 interim emissions standard for a similarly sized engine, as defined by the California Air Resources Board's regulations. The requirement to use Tier 4 interim equipment for engines over 50 horsepower shall be identified in construction bids.

- Off-road equipment shall meet or exceed either EPA or California Air Resources Board Tier 4 Interim emission standards. All applicable construction plans shall clearly show the selected emission reduction strategy for construction equipment over 50 horsepower.
- Maintain a list of all operating equipment in use on the project site for verification by the City of Fullerton Building and Safety Division. The construction equipment list shall state the makes, models, horsepower, US EPA tier rating, and number of construction equipment on-site. If an emissions control device is used in lieu of Tier 4 interim equipment, the construction equipment list shall also document the emissions control device used and control efficiency. Ensure that all equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- The project applicant shall communicate with all subcontractors in contracts and construction documents that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board Rule 2449. The project applicant is responsible for ensuring that this requirement is met.

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which 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 provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project involves construction of a residential development and would not fall within the objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. 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 U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
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?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Conditions of Approval

Regulatory Requirements

COA BIO-1 In compliance with California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, the project applicant shall avoid the incidental loss of fertile eggs or nestlings or other activities otherwise lead to nest abandonment by conducting pre-construction survey prior to removal of nesting habitat if construction-related vegetation removal occurs during nesting season (typically between February 1 and September 1).

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 U.S. Fish and Wildlife Service?

No Impact. The project site is developed and contains ornamental vegetation. There is no native habitat and no habitat suitable for sensitive species on-site. The National Wetlands Mapper does not show any streams, wetlands, or other water bodies or any riparian habitat on-site or adjacent to the project site (USFWS 2021). The nearest wetland to the project site, as shown on the National Wetlands Mapper, is a concrete drainage channel (system riverine) approximately 405 feet east of the project site beyond SR-57 (USFWS 2021). The project site contains very limited ornamental landscaping, and any use of the site by sensitive species would be incidental foraging, which does not constitute habitat use. No impact would occur.

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

No Impact. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, are known to provide habitat for sensitive animal or plant species, or are known to be important wildlife corridors. Riparian habitats occur along the banks of rivers and streams. As stated in response

to Section 3.4(a), there is no riparian habitat or other sensitive natural community on the project site. No sensitive natural community or riparian habitat is present on-site; 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. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include playas, ponds, and wet meadows; lakes and reservoirs; rivers, streams, and canals; estuaries; and beaches and rocky shores. No wetlands were observed on-site. The closest wetland is a concrete drainage channel (system riverine) approximately 405 feet to the east of the site, across SR-57 (USFWS 2021). No impact would occur.

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

Less Than Significant Impact. Wildlife movement corridors facilitate movement of species between large patches of natural habitat. The project site is fully developed except for nonnative landscaping and ornamental trees, and therefore lacks suitable habitat for wildlife species and is not a native wildlife nursery site. Based on the existing developed condition of the project site and the surrounding area, the project site does not meet the definition for wildlife corridor and is not expected to serve or contribute to a wildlife movement corridor.

There are ornamental trees on-site that could be used for nesting by birds. However, when removing trees or vegetation, in compliance with California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, the proposed project is required to avoid the incidental loss of fertile eggs or nestlings or nest abandonment. Therefore, if removal of the vegetation occurs during nesting season (typically between February 1 and September 1), the project applicant is required to conduct preconstruction nesting bird surveys in accordance with the California Department of Fish and Wildlife requirements prior to removal of the trees. Compliance with the existing regulation, included as COA BIO-1, would ensure that the proposed project does not interfere substantially with the movement of any native resident or wildlife species or with established native resident or migratory wildlife corridors. Impacts would be less than significant.

It should be noted that the Migratory Bird Treaty Act (MBTA) (US Code, Title 16, §§ 703 to 712) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The USFWS (Fish and Wildlife Service) administers permits to take migratory birds in accordance with the MBTA. In December 2017, the Department of the Interior issued a memorandum concluding that "consistent with the text, history, and purpose of the MBTA, [the statute's prohibitions on take apply] only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs" (DOI 2017). Therefore, take of a migratory bird or its active nest (i.e., with eggs or young) that is incidental to, and not the purpose of, a lawful

activity does not violate the MBTA. The USFWS issued a memorandum in April 2018 to clarify what does and does not constitute prohibited take (USFWS 2018).

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

Less Than Significant Impact. The purpose of Chapter 9.06, Community Forestry, of the Fullerton Municipal Code (FMC) is to realize the optimum public benefits of trees on the city's streets, in public places, and on private property. Section 9.06.110, Injuring Public Trees, and Section 9.06.100, Alteration and Removal of Street Trees, prohibit the injury of street trees and do not allow the removal of street trees without a permit. As indicated in Chapter 9.06 of FMC, to facilitate the planting and maintenance of trees on newly proposed private development, the Director of Community and Economic Development will review landscape plans to ensure their conformance with the Community Forest Management Plan. The proposed project would not remove trees within the public rights-of-way, and the proposed project's landscape plan would be reviewed by the City to ensure compliance with the Community Forest Management Plan. 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 project site is not within a natural community conservation plan or habitat conservation plan area. The project site does not contain sensitive biological resources, and there are no local policies protecting biological resources applicable to the site. No impact would occur.

3.5 CULTURAL RESOURCES

The analysis in this section is based in part on the following:

- *Record Search Results for the Hub at Fullerton,* South Central Coast Information Center, May 6, 2021 (Appendix C)
- *Cultural Resources Investigation for the College Town at CSU Fullerton Specific Plan Project Area,* McKenna et al., October 2, 2011 (Appendix D)
- *Native American Heritage Commission Sacred Lands File Search,* Native American Heritage Commission, March 24, 2021 (Appendix E)

Complete copies of the reports are included in Appendix C, Appendix D, and Appendix E.

3. Environmental Analysis

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			**X**	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			**X**	

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures. Modifications to the mitigation text are shown in underlined text for additions and ~~strikeout~~ for deletions.

COA CR-3 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, t~~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)~~. 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.

COA CR-4 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.

Would the project:

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

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

A records search at the South Central Coastal Information Center (SCCIC) was conducted, which also reviewed the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, and the California State Built Environment Resources Directory (BERD) listings. The records search identifies no cultural resources on site or within a quarter-mile radius of the project site. The SCCIC records search result is included in Appendix C to this Initial Study. The structures on the project site were built in 1975 and 1976, and therefore do not qualify as historically significant resources (McKenna 2011). Implementation of the proposed project would not cause a substantial adverse change to any historical resource. Therefore, no impacts would occur.

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

Less Than Significant Impact. A records search at the SCCIC was conducted, and no cultural resources were found on site or within a quarter-mile radius of the project site as being in the State Landmarks, California Register, or National Register. Three BERD and Points of Interest resources were listed within a quarter-mile radius of the project site and 10 built environment resources were found within a half-mile radius of the project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released. Additionally, the project site was included in the Cultural Resources Investigation conducted for the CollegeTown @ Cal State Fullerton Specific Plan in 2011 (2011 Cultural Investigation). This cultural investigation report is included as Appendix D to the Initial Study. The 2011 Cultural Investigation did not identify potentially significant cultural resources impacts at the project site. The project site is fully developed, and the natural ground surface of the site is obscured by urban development. A site survey was conducted by McKenna et al. as part of the 2011 Cultural Investigation, which confirmed that no native soils were available for visual inspection. The proposed project would not involve active site excavation, because the building foundation would be installed by Geopier impact foundation system, not structures supported on spread footings or on mat foundation, which require over-excavation. The project site and the native soils underneath the site have been previously

disturbed with the office buildings' construction in the mid-1970s. Therefore, it is anticipated that the demolitions and site preparation would disturb surfaces that have already been disturbed, and with Geopier' impact foundation method that does not require excavation and eliminates soil spoils, the potential for discovering archaeological resources would be minimal. If any buried resources are unearthed during ground-disturbing activities, a customary caution and a halt-work would ensure that adverse impacts to archaeological resources do not occur. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. The Fullerton Plan's mitigation measures as conditions of approval are applicable to the proposed project and COA CR-3 requires this customary halt-work measure. Furthermore, according to the NAHC's Sacred Lands File record search, no tribal resources were found on-site (see Appendix E). The proposed project would result in less than significant impacts related to archaeological resources.

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

Less Than Significant Impact. The project site is currently developed and would require demolition, ground clearing, grading, and other construction activities to accommodate the proposed improvements on-site. Only limited excavation and grading activities would occur due to Geopier foundation system. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and Public Resources Code, Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendation concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC as outlined in COA CR-4 as standard conditions. In the unlikely event that soil-disturbing activities associated with the proposed project would result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, impacts would be less than significant.

3.6 ENERGY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				**X**

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. The proposed project would result in short-term construction and long-term operational energy consumption. The following discusses the potential energy demands from activities associated with the construction and operation of the proposed project.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Electricity use during construction of the proposed project would vary during different phases of construction. The majority of construction equipment during would be gas- or diesel-powered. In addition, electricity would not be used to power most of the construction equipment, except for the crane and material hoist equipment. Later construction phases could result in the use of electric-powered equipment for interior construction and architectural coatings. It is anticipated that the majority of electric-powered construction equipment for interior construction would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. The use of electric crane and material hoist would also use electricity necessary to perform the intended construction activity, and would not result in wasteful or unnecessary electricity demands. Impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use during construction of the proposed project would come from delivery vehicles, haul trucks, and construction employee vehicles, which would generally be powered by gasoline. In addition, transportation energy demand would come from use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gasoline or diesel powered. The use of energy resources by these vehicles would fluctuate according to the phase of construction.

To limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with 13 CCR § 2449. In addition, construction trips would not result in unnecessary use of energy since the project site is centrally located and is served by numerous regional freeway systems (e.g., SR-57 and SR-91) that provide the most direct routes from various areas of the region. Furthermore, electrical energy would be available for use

during construction from existing power lines and connections, precluding the use of less efficient generators. Moreover, all construction equipment would cease operating upon completion of project construction. Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

Long-Term Impacts During Operation

Operation of the proposed project would generate new demand for electricity, natural gas, and transportation energy on the project site. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and perimeter lighting.

Electrical Energy

Operation of the proposed residential development and retail uses would consume electricity for various purposes, including but not limited to heating, cooling, and ventilation of buildings, water heating, operation of electrical systems, lighting, and use of on-site equipment and appliances. Electrical service to the proposed project would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 9, *Electricity Consumption*, implementation of the proposed project would result in 2,600,524 kilowatt hours (kWh) of electricity use per year, a net increase of 1,582,451 kWh per year.

Table 9 Electricity Consumption

Land Use	Electricity (kWh/year)
Residential	1,668,110
Parking Structure	793,979
Retail	138,435
Proposed Project Total	2,600,524
Existing Conditions Total	1,018,073
Net Change	1,582,451

Source: CalEEMod Version 2016.3.2.25.
Note: kWh = kilowatt hour(s)

While the proposed project would result in a higher electricity demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards. Additionally, the proposed project would also be required to comply with CALGreen. Therefore, operation of the proposed project would not result in wasteful or unnecessary electricity demands and would not result in a significant impact related to electricity.

Natural Gas Energy

The potential natural gas consumption for the project site is shown in Table 10, *Natural Gas Consumption*. As shown in the table, implementation of the proposed project would generate an average natural gas demand of 4,812,462 kilo British thermal units (kBTU) per year, a net increase of 4,213,216 kBTU per year from existing

conditions. This would be primarily due to natural gas use by residential development. In addition, the proposed project would include operation of boilers fueled by natural gas. However, the emissions from this source would comply with South Coast AQMD emissions limits and risk thresholds, as required through the permit process for the boilers. While the proposed project would result in a higher natural gas demand than existing conditions, it would be consistent with the requirements of the Building Energy Efficiency Standards and would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

Table 10 Natural Gas Consumption

Land Use	Natural Gas (kBTU/year)
Residential[1]	4,675,390
Retail	24,752
Proposed Project Total	4,812,462
Existing Conditions Total	599,246
Net Change	4,213,216

Source: CalEEMod Version 2016.3.2.25
Note: kBTU = kilo British thermal units
[1] Pursuant to the CalEEMod User's Guide, the 'Process Boilers' option should not be used for boilers providing heating or building hot water as natural gas use from the boilers is accounted for in the energy rates in CalEEMod. Residential natural gas consumption also includes 112,320 kBTU from operation of 3 barbecues and 3 fire pits. See Appendix A for calculations.

Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use are based on the overall VMT and associated transportation energy use. The project-related VMT would primarily come from the residents of the proposed development as well as visitors to the proposed retail establishments. The VMT for the proposed project is estimated to be 10,296 miles daily or 3,747,601 miles annually, a net increase of 2,596,949 miles annually over the existing offices on-site. However, because the proposed project involves development of new residential housing opportunities, it would provide more opportunities to reside in an urbanized area with nearby amenities and public transit options. In addition, the residential units/beds would be student oriented to attract students at CSUF and HIU. As a result, the proposed project has the potential to reduce VMT per capita as a result of proximity of the project site to CSUF and HIU. These features of the proposed project would contribute to minimizing VMT and transportation-related fuel usage. Thus, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

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

No Impact.

3. Environmental Analysis

California Renewables Portfolio Standard

The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill (SB) 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 established a new RPS requirement of 50 percent by 2026. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the State meets its objective in transitioning to renewable energy. The proposed project also would comply with the latest 2019 Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency, and no impact would occur.

City of Fullerton Climate Action Plan

Adopted by the City of Fullerton in 2012, the Climate Action Plan (CAP) was prepared to guide the development, enhancement, and ultimately the implementation of actions that will reduce the city's greenhouse gas (GHG) emissions (Fullerton 2012). In addition to other measures that would reduce GHG emission in the city, the CAP provides measures to reduce energy consumption within the city. While most of these reduction measures apply specifically to municipal operations, city infrastructure improvements, or existing structures, the proposed project is consistent with the broad strategies outlined in the CAP, as discussed below. Therefore, the proposed project would not interfere with implementation of the City's CAP, and no impact would occur.

- **Energy Use and Conservation.** The proposed project would be an infill development that would meet the 2019 Title 24 Building Energy Efficiency Standards and would thus be more efficient than 2010 Title 24 Standards defined in the CAP.

- **Transportation and Mobility.** Implementation of the proposed project would result in more opportunities for housing in the city and would serve the local population and those currently working in the city. Providing more housing in the region could contribute to reducing the VMT between residential and service needs, thereby reducing energy consumption from transportation.

3.7 GEOLOGY AND SOILS

The analysis in this section is based in part on the following:

- *Preliminary Geotechnical Engineering Report,* NTS Geotechnical, Inc., October 2, 2020 (Revised July 29, 2021) (Appendix F).
- *Paleontological Resources for the Hub at Fullerton Project,* Natural History Museum Los Angeles County, March 11, 2021 (Appendix G)

Complete copies of the reports are included in Appendix F and Appendix G.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. 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.				X
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?		X		
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation

of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures. Modifications to the mitigation text are shown in underlined text for additions and ~~strikeout~~ for deletions.

COA CR-3 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, t~~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)~~. 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.

Regulatory Requirements

COA GEO-1 The project applicant shall adhere to the 2019 California Building Code (California Code of Regulations, Title 24, Part 2), including but not limited to structural design requirements that provide minimum standards for mitigating the effects of seismic shaking and adverse soil conditions.

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.

No Impact. The project site is not located within an Alquist-Priolo Earthquake Zone, and there are no known active faults crossing the site (NTS Geotechnical 2020). Therefore, no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. As with the rest of southern California, the project site is expected to experience strong seismic ground shaking. The nearest known active faults are the Puente Hills and Elsinore fault systems, which are approximately 0.9-mile and 4.1 miles from the site, respectively (NTS Geotechnical 2020). Although seismic activity from these faults could potentially affect the project site, the site is at no greater risk than the surrounding development and infrastructure. Additionally, all structures built for the project would adhere to the 2019 California Building Code

(California Code of Regulations, Title 24, Part 2), which provides minimum standards to protect property and public welfare by regulating design and construction to mitigate the effects of seismic shaking and adverse soil conditions. The Preliminary Geotechnical Engineering Report included as Appendix F to the Initial Study contains minimum seismic design parameters per the 2019 California Building Code and the 2016 American Society of Civil Engineers (ASCE) 7-16. Compliance with the standards of the 2019 California Building Code or ASCE 7-16 as recommended in the Preliminary Geotechnical Engineering Report would reduce impacts from seismic ground shaking to a less than significant level.

Mitigation Measures

GEO-1 Prior to issuance of grading and building permits, the project applicant shall demonstrate on plans submitted to the Public Works Department, to the satisfaction of the City Engineer, that during site preparation, grading, and construction of the proposed project that all or equivalent recommendations from the site-specific geotechnical investigation, or any updates to the report have been incorporated. Compliance with the approved geotechnical investigation shall be verified and recorded in the field by the City.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is generally known to occur in loose, saturated, relatively clean, fine-grained cohesionless soils with groundwater at depths shallower than approximately 50 feet. The project site is not located in a zone of required investigation for liquefaction (NTS Geotechnical 2020). Based on the lack of shallow groundwater, the presence of an extensive amount of fine-grained soil, and the relatively uniform soil stratum across the site, the liquefaction potential at the site is very low. Therefore, impacts would be less than significant.

iv) Landslides?

No Impact. No landslides or related features underlie or are adjacent to the subject site. Due to the relatively level nature of the site and surrounding areas, the potential for landslides at the project site is considered negligible.

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

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved and removed from one place and transported to another. The project site is developed with buildings, a surface lot, and ornamental vegetation. The project site would implement structural and nonstructural best management practices during construction to control surface runoff and erosion to retain sediment on the project site. As further discussed in Section 3.10, *Hydrology and Water Quality*, of this Initial Study, construction activities would be conducted in compliance with the Clean Water Act; the National Pollutant Discharge Elimination System permitting requirements; and the FMC Chapter 12.18, Water Quality Ordinance, and Section 14.03.60, Stormwater Control Measures. Once the proposed project is constructed, soil erosion would be controlled with improvements installed on the project site. Therefore, a less than significant impact would occur.

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 discussed in Section 3.7.a.iii and 3.7.a.iv, the project site is not in a liquefaction zone or an area designated as having landslide potential.

Lateral spreading is a phenomenon where large blocks of intact, nonliquefied soil move downslope on a large, liquefied substratum. The mass moves toward an unconfined area, such as a descending slope or stream-cut bluff, and has been known to move on slope gradients as little as one degree. The topography of the site is generally flat. Therefore, impacts from lateral spreading would be less than significant.

Subsidence and collapse are generally due to substantial overdraft of groundwater or underground petroleum reserves. Collapsible soils may appear strong and stable in their natural (dry) state, but they rapidly consolidate under wetting, generating large and often unexpected settlements. Seismically induced settlement consists of dynamic settlement of unsaturated soil (above groundwater) and liquefaction-induced settlement (below groundwater). These settlements occur primarily in low-density sandy soil due to the reduction in volume during and shortly after an earthquake. The project site is in the areas of recorded subsidence due to groundwater pumping (USGS 2021). Therefore, the project applicant will be required to perform corrective rough and fine grading and provide building foundation in compliance with the site-specific geotechnical report that demonstrates uniform foundation support that meets the applicable CBC and the City's standards (see Mitigation Measure GEO-1). It is anticipated that the site-specific geotechnical report would be reviewed and approved by the City prior to issuance of grading permit. Therefore, potential impacts related to subsidence and collapsible soil would be reduced to a less than significant level.

Mitigation Measures

See Mitigation Measure GEO-1.

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. Highly expansive soils swell when they absorb and shrink as they dry, and can cause structural damage to building foundations and roads. Therefore, they are less suitable for development than nonexpansive soils. The soils encountered near the ground surface at the site exhibited a very low to low expansion potential; the clay soils encountered at the bottom of the basement level are anticipated to exhibit a medium expansion potential (NTS Geotechnical 2020). Therefore, impacts would be less than significant.

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

No Impact. The proposed project would not require the installation of a septic tank or alternative wastewater disposal system, but would use the local sewer system. Therefore, no impacts would result from soil conditions related to septic tanks or other on-site water disposal systems.

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

Less Than Significant Impact. The project site is underlain by approximately 2 to 5 feet of artificial fill materials overlaying younger alluvial fan deposits (Q_{fy}) that are typically composed of sands, clays, silts, and gravel. The project site has been graded, paved, and developed with buildings, a surface lot, and ornamental landscaping. There are no unique geologic features on-site. According to the Paleontological Search (included as Appendix G), there are no fossil localities that lie directly within the project site and in the vicinity. The closest known fossils were found approximately three miles to the southeast in the City of Anaheim. The proposed project would require ground clearing, grading, and other construction activities to accommodate utility requirements. Only limited grading would occur due to the Geopier impact building foundation system that does not require excavation. Due to this construction method, the potential for discovering subsurface resources and/or paleontological resources is negligible. However, COA CR-3, which will be incorporated into the project as a COA, would be applicable as pertains to inadvertent discovery of archaeological, historical, and paleontological resources. Therefore, the proposed project would result in less than significant impact to paleontological resources.

3.8 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases, into the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[2]

Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.[3] Black carbon emissions are not included in

[2] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[3] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for

the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's SB 32 inventory and treats this short-lived climate pollutant separately.[4] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

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. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and operation-phase GHG emissions are shown in Table 11. Implementation of the proposed project would result in 420 new residential units (1,251 beds) and retail uses on the project site. The proposed project would redevelop the existing office buildings, which generate existing GHG emissions, with a mixed-use residential and commercial development near CSUF and HIU. The proposed project would generate 1,730 weekday vehicle trips, 1,658 Saturday vehicle trips, and 1,247 Sunday vehicle trips. The residential units/beds would be student oriented to attract students at CSUF and HIU. As a result, the proposed project has the potential to reduce per capita VMT because of its proximity to CSUF and HIU. Additionally, the proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 CALGreen. Operation of the proposed project would result in an increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of

those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[4] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017a.).

the project. Overall, development and operation of the proposed project would not generate net annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (South Coast AQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant.

Table 11 Project-Related Operation GHG Emissions

Source	GHG (MTCO2e/Year)		
	Existing	Project	Net
Area	<1	9	9
Energy[1,2]	279	882	603
Mobile (Vehicle Trips)[3]	356	1,053	697
Solid Waste[4]	26	104	78
Water[5]	28	115	86
Amortized Construction Emissions[6]	NA	51	51
Total	689	2,213	1,524
South Coast AQMD Bright-Line Threshold	NA	NA	3,000 $MTCO_2e$/Yr
Exceeds Bright-Line Threshold?	NA	NA	No

Source: CalEEMod, Version 2016.3.2.25.
Notes: $MTCO_2e$: metric ton of carbon dioxide equivalent
1 Proposed residential units are assumed to be designed and built to meet the 2019 Building Efficiency Standards and CALGreen Code based on information provided by the applicant. Proposed project energy use also includes operation of 3 barbecue grills and 3 fire pits.. The reductions for newly constructed multifamily residential buildings are estimated to be 2 percent for electricity and 5 percent for natural gas. Newly constructed non-residential buildings are estimated to have a 11 percent reduction for electricity and 1 percent for natural gas (NORESCO 2018).
2 Pursuant to the CalEEMod User's Guide, the 'Process Boilers' option should not be used for boilers providing heating or building hot water as natural gas use from the boilers is accounted for in the energy rates in CalEEMod.
3 Vehicle trips and VMT provided by Fehr and Peers (Appendix M).
4 Solid waste based on CalEEMod defaults for both existing conditions and proposed project operations.
5 Sewer generation coefficient and peak flow factor taken from the OCSD Engineering Design Guidelines dated 10/20/2014 (see Appendix N). Indoor water use is adjusted to reflect the water purveyor losses in getting the potable water to the customers of 90%. Annual outdoor water use is based on calculations from the State Department of Water Resources Water Budget Worksheet for residential uses.
6 Total construction emission are amortized over 30 years per South Coast AQMD Working Group methodology.

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

Less Than Significant. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of Fullerton Climate Action Plan. A consistency analysis with these plans is presented below.

CARB Scoping Plan

On December 24, 2017, CARB adopted the Final 2017 Climate Change Scoping Plan Update (Scoping Plan) to address the 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32 (CARB 2017b). The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to

develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, which was adopted to achieve the GHG reduction goals of Assembly Bill 32 (AB 32), state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen. While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced by statewide compliance with measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed project is a mixed-use development project that would include new housing and commercial uses on an infill site that is served by transit, which would contribute to reducing the VMT between residential and service needs. In addition, the residential units/beds would be student oriented to attract students at CSUF and HIU. As a result, the proposed project has the potential to reduce per capita VMT because of its proximity to CSUF and HIU. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal Plan, and impacts would be less than significant.

City of Fullerton Climate Action Plan

Adopted by the City of Fullerton in 2012, the CAP was prepared to guide the development, enhancement, and ultimately the implementation of actions that will reduce the city's GHG emissions (Fullerton 2012).

Furthermore, the CAP provides measures to meet the goal of reducing community GHG emissions to a level 15 percent below 2009 emissions for 2020. Cumulatively, the measures listed in the CAP are estimated to reduce emissions in the city by 628,290 $MTCO_2e$ or by 29.03 percent from 2009 levels by 2020.

The City's CAP includes four emissions reduction strategies for (1) transportation and mobility, (2) energy use and conservation, (3) water use and efficiency, and (4) solid waste reduction and recycling. While most of the reduction measures under each strategy of the CAP apply specifically to municipal operations, city infrastructure improvements, or existing structures, the proposed project is consistent with the broad strategies outlined in the CAP, as discussed below. Therefore, the proposed project would not interfere with implementation of the City's CAP, and no impact would occur.

- **Energy Use and Conservation.** The proposed project would be an infill development that would meet the 2019 Title 24 Building Energy Efficiency Standards and would thus be more efficient than 2010 Title 24 Standards defined in the CAP.

- **Water Use and Efficiency.** The proposed project would comply with the City of Fullerton's Water Efficient Landscape Ordinance that would promote use of efficient irrigation systems and landscape design (FMC Chapter 15.50, Landscaping and Irrigation Requirements). Furthermore, the proposed project is anticipated to include features such as water sensors, flow reducers, and rain-triggered shutoff devices to reduce excessive irrigation runoff and conserve water. Interior plumbing fixtures would also comply with the latest CALGreen (Title 24, Part 11).

- **Transportation and Mobility.** Implementation of the proposed project would result in more opportunities for housing in the city, including student housing. Providing more housing could reduce per-capita VMT by increasing density and diversity of land use in the city. In addition, due to its proximity to CSUF and HIU, the proposed project would increase mode switching of student trips from vehicle trips to walking/biking.

- **Solid Waste Reduction and Recycling.** During construction activities, the proposed project would be required to divert construction and demolition debris through reuse, recycling, and/or composting to achieve the mandatory waste diversion requirements outlined in CALGreen, which is 65 percent of all waste (by weight or volume). For the proposed project's operational phase, AB 341 requires commercial recycling on-site. In addition, AB 1826 requires organic waste recycling to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The analysis in this section is based in part on the following:

- *Draft Phase I Environmental Site Assessment Report – 2601 and 2651 East Chapman Avenue,* Partner Engineering and Science, Inc., April 2, 2020 (Appendix H)

- *Draft Phase I Environmental Site Assessment Report – 2701 and 2751 East Chapman Avenue,* Partner Engineering and Science, Inc., September 3, 2020 (Appendix I)

3. Environmental Analysis

Complete copies of the reports are included in Appendix H and Appendix I.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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?			**X**	
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?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			**X**	
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?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts may have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures. Modifications to the mitigation text are shown in underlined text for additions and ~~strikeout~~ for deletions.

COA HAZ-2 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

COA HAZ-3 Prior to structural demolition activities, a Certified Environmental Professional shall confirm the presence or absence of asbestos-containing materials (ACMs) and lead based paints (LBPs). Should ACMs or LBPs be present, an Operations and Maintenance (O & M) Program shall be implemented, and demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.

COA HAZ-5 Prior to construction, ~~future developer~~ 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~~ shall include ~~the~~ provisions~~, among other~~ pertaining to lane and/or roadway closures and provide measures to minimize traffic disturbances. Some of the examples are:

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

COA HAZ-6 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.

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. Project construction would require the use of small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during the construction phase of the project would comply with existing regulations of several agencies—the EPA, the Orange County Environmental Health Division, Occupational Safety and Health Administration, California Division of Occupational Safety and Health, and the US Department of Transportation. The current office use on the project site does not require routine transport, use, or disposal of hazardous materials. The proposed project would operate primarily as a student-oriented housing development with ground-floor commercial uses. Project maintenance may require the use of cleaners, solvents, paints, and other custodial products that are potentially hazardous; residents would also use these materials. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

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. Construction projects typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Operation of the site would not warrant use of hazardous materials in quantities that could result in hazardous conditions.

According to the Phase I ESA reports conducted for the project site, no recognized environmental condition (REC), controlled REC, or historical REC was identified. However, due to the age of the buildings on-site, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Asbestos is regulated as a hazardous air pollutant under the Clean Air Act and is also regulated as a potential worker safety hazard under the authority of the federal Occupational Safety and Health Administration and Cal/OSHA. Cal/OSHA requires that a qualified contractor licensed to handle asbestos materials handle any material containing more than 0.1 percent asbestos by weight. Any activity that involves cutting, grinding, or drilling during building renovation or demolition or relocation of underground utilities could release friable asbestos fibers unless proper precautions are taken. Lead is also regulated as a hazardous material, and inorganic lead is regulated as a toxic air contaminant. Lead-containing paints, according to Cal/OSHA, are defined as paints reported with any detectable levels of lead by paint chip analysis. When disturbed for construction purposes, these surfaces are subject to Cal/OSHA exposure assessment requirements. Regulations and guidelines such as 8 CCR Subchapter 4, Section 1529, 29 CFR 1926, Subpart Z, and 40 CFR 61, Subpart M regulates abatement of and protection from exposure to ACM and 8 CCR Subchapter 4 (Construction Safety Orders), Section 1532.1 and Title 29 CFR 1926, Subpart D regulates abatement of and protection from exposure to LBP by providing exposure limits, exposure monitoring, respiratory protection, and good working practice for workers exposed to asbestos and lead. In California, ACM and LBP abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services. California Health and Safety Code Sections 17920.10 and 105255 require lead to be contained during demolition activities. Therefore, any potential ACMs are required to be sampled to confirm the presence or

absence of asbestos prior to demolition activities to prevent exposure to workers and/or building occupants. As part of standard conditions, COA HAZ-3 would require the implementation of an Operations and Maintenance Program in order to safely manage the suspected ACMs and LBP at the project site. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. There are no primary or secondary schools within one-quarter mile of the project site. However, HIU and CSUF are within one-quarter mile of the project site. Operation of the proposed project would not result in the release of hazardous emissions. No significant hazardous materials, substances, or wastes would be transported, used, or disposed of in conjunction with the proposed project's operation. The on-site use of hazardous materials at the project site would be restricted to cleaning solvents and paints used by facilities maintenance staff and cleaning solvents used by residents and employees at the site. The materials used by facilities maintenance staff, residents, and employees would be used in small quantities and stored in compliance with state and federal requirements. 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?

Less Than Significant Impact. According to the Phase I ESA reports, the project site is identified as an Environmental Data Resources Historical Cleaner and CA Hazardous Waste Tracking System site in the regulatory database.

A dry-cleaning facility was at 2601 E. Chapman Avenue from 2001 to 2009, but there are no records of hazardous waste use or generation at the site. Based on the lack of hazardous waste listings, as well as historical and current office operations, this listing is likely related to a corporate office of a dry-cleaning business rather than on-site dry-cleaning operations. This listing does not represent a significant environmental concern.

Also, 2651 E. Chapman Avenue was listed on the CA Hazardous Waste Tracking System (HWTS) database. The site was listed on the HWTS as producing an unknown amount of hazardous waste in 2002. Based on the one-time nature of the listing as well as the corporate nature of the building operations, this listing does not represent a significant environmental concern.

A laundry and dry-cleaning facility were listed at 2701 E. Chapman Avenue from 2005 to 2014. There are no records of hazardous waste use or generation at the site. Based on the lack of hazardous waste listings as well as the historical and current office operations, this listing is likely related to a corporate office of a dry-cleaning business rather than on-site dry-cleaning operations. The Phase I ESA reports determined that the listings would not represent a significant environmental concern. Therefore, the proposed project would result in less than significant impacts.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or 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 project site is not within two miles of a public use airport. The nearest public-use airport is the Fullerton Municipal Airport approximately 5.2 miles west of the project site. Therefore, no impact would occur.

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

Less Than Significant Impact. The proposed project would not conflict with the goals and policies of the City's Local Hazard Mitigation Plan (LHMP). LHMP defines a hazard event as an emergency as a result of a natural or human-caused event that has the potential to cause harm. The LHMP anticipates that a system of major and primary arterial highways (i.e., Imperial Highway (SR-90), Bastanchury Road, Malvern/Chapman Avenue, Commonwealth Avenue, and Orangethorpe Avenue, Beach Boulevard, Euclid Street, Harbor/Brea Boulevard, State College Boulevard, and Placentia Avenue) within the city would serve as evacuation routes during hazard events. If any of the routes become inaccessible, the local streets could easily become congested, thereby impacting timely evacuation. The project site has two street frontages, and surrounding roadways would continue to provide emergency access to the project site and surrounding properties during and after construction. Although construction traffic may impact the adjacent roadways—E. Chapman Avenue and N. Commonwealth Avenue—temporarily, as part of standard conditions, COA HAZ-5 would be implemented to ensure that impacts from construction-related lane or roadway closure are minimized, and alternative routes are provided. The proposed project would not result in inadequate emergency access, and impacts to adopted emergency response and evacuation plans are less than significant.

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

No Impact. The project site is in a built-out portion of the City of Fullerton and is not in a fire hazard zone designated by the California Department of Forestry and Fire Protection (CALFIRE 2011). Therefore, no impacts would occur.

3.10 HYDROLOGY AND WATER QUALITY

The analysis in this section is based in part on the following:

- *Preliminary Hydrology and Hydraulics Report for The Hub at Fullerton,* Kimley-Horn, February 2021 (Appendix J)
- *County of Orange/Santa Ana Region Priority Project Water Quality Management Plan (WQMP),* Kimley-Horn, February 16, 2021 (Appendix K)

Complete copies of the reports are included in Appendix J and Appendix K.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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 a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
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			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures.

COA HYD-1 Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the Santa Ana RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Engineering for water quality construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control

and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential stormwater runoff impacts.

COA HYD-2 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 or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), in accordance with the Orange County DAMP. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.

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

Would the project:

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

Less Than Significant Impact. The project site is approximately 3.55 acres. Pursuant to Section 402 of the Clean Water Act, the EPA has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Board administers the NPDES permitting program and is responsible for developing permitting requirements by nine regional boards. The project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The regional board issues permits to the Orange County Permittees, which includes the County of Orange, Orange County Flood Control District and incorporated cities of Orange County. Since the program's inception, the County of Orange has served as the principal permittee.

The NPDES program regulates industrial pollutant discharges, including construction activities for sites larger than one acre. Since the implementation of the proposed project would disturb more than one acre, the proposed project would be subject to the NPDES Construction General Permit (CGP) requirements (Order No. 2009-0009-DWQ).

The Drainage Area Management Plan (DAMP) is the principal policy, guidance and reporting document for the Orange County NPDES Stormwater Program that is implemented within each permittee's jurisdiction. The

primary focus of the DAMP is addressing the impacts of urban runoff on water quality. The Local Implementation Plan (LIP) describes how the DAMP is being implemented by individual permittees under the NPDES Municipal Separate Storm Sewer System (MS4) permit. The DAMP, as it is referred to the MS4 permit, provides a foundation for the description and detail of how the Orange County Stormwater Permittees addresses stormwater quality issues specific to the local watershed or region and requires permittees to develop and implement a stormwater management program designed to prevent pollutants from entering receiving waters to the maximum extent practicable (MEP). Whereas the CGP are issued statewide, MS4 permits are issued by local RWQCBs in order to provide the permits with the means to address stormwater quality issues specific to the local watershed or region. The City is responsible for controlling or limiting urban pollutants generated by construction and post-construction activities from reaching their MS4s, and the proposed project is subject to the requirements of the north Orange County MS4 permit as it is applied by the permittee and its co-permittees.

Construction

Clearing, grading, and construction activities associated with the project have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. To minimize these potential impacts, the proposed project would be required to comply with the NPDES CGP and prepare and implement a Stormwater Pollution Prevention Plans (SWPPP). Table 12, Erosion Control and Sediment Control BMPs, provides a list of soil stabilization (erosion control) and sediment control best management practices (BMPs) that could be incorporated into the proposed project. The project applicant will be required to explain how the selected BMPs will be incorporated, and if not used, also state the reason.

Table 12 Erosion Control and Sediment Control BMPs

Temporary Soil Stabilization (Erosion Control) BMPs	
EC-1 Scheduling	EC-8 Wood Mulching
EC-2 Preservation of Existing Vegetation	EC-9 Earth Dikes and Drainage Swales
EC-3 Hydraulic Mulch	EC-10 Velocity Dissipation Devices
EC-4 Hydroseeding	EC-11 Slope Drains
EC-5 Soil Binders	EC-12 Streambank Stabilization
EC-6 Straw Mulch	EC-13 Polyacrylamide
EC-7 Geotextiles & Mats	
Temporary Sediment Control BMPs	
SE-1 Silt Fence	SE-7 Street Sweeping and Vacuuming
SE-2 Sediment Basin	SE-8 Sandbag Barrier
SE-3 Sediment Trap	SE-9 Straw Bale Barrier
SE-4 Check Dam	SE-10 Storm Drain Inlet Protection
SE-5 Fiber Rolls	SE-11 Chemical Treatment
SE-6 Gravel Bag Berm	

Source: City of Fullerton Water Pollution Control Program Template

Pursuant to the existing requirements of the NPDES CGP and also required as COAs under the COA HYD-1, the project applicant is required to prepare and implement the SWPPP that includes BMPs such as listed

above to control erosion and prevent any discharge of sediments from the project site to reduce water quality impacts to less than significant.

Operation

The project site is currently primarily impervious with 88.1 percent of the site or 3.13 acres, being impervious. The drainage flows along a gutter to one of two driveways, exiting along either E. Chapman Avenue or N. Commonwealth Avenue. Both drainage patterns flow towards the southwest corner of the intersection where they enter one of two curb inlets. Implementation of the proposed project would increase the impervious surfaces within the site, where 96.1 percent of the site, or 3.30 acres, would become impervious. In the proposed condition, roof drains and area drains would be treated by a total of seven modular wetland proprietary biofiltration units. The treated flows would leave the modular wetland system with underdrain unit and be piped to the back of existing 18-inch curb inlet at the southwest corner adjacent to E. Chapman Avenue. The storm drain would then discharge into Carbon Creek, continuing through Coyote Creek and San Gabriel River Estuary before ultimately reaching the Pacific Ocean.

Table 13, *Watershed Description*, identifies receiving waters for the proposed project and listed pollutants under Clean Water Act (CWA) Section 303(d) for the impaired receiving waters. The project site is not in an environmentally sensitive or special biological significance area, and the proposed project would not discharge directly into a 303(d) impaired body of water.

Table 13 Watershed Description

Receiving Water Body	Listed Pollutants
Fullerton Creek	None
Coyote Creek	Ammonia, dissolved copper, diazinon, indicator bacteria, lead, pH, and toxicity
San Gabriel River Reach 1	Coliform Bacteria and pH
San Gabriel River Estuary	Copper, dioxin, nickel, oxygen, and dissolved oxygen
Applicable TMDLs	
Alkalinity as CaCO3, Benthic Community Effects, Chlorides, Specific Conductivity, Sulfates, Abnormal Fish Histology (Lesions), Aluminum, Ammonia, Chloride, Copper Dissolved, Cyanide, Diazinon, Excess Algal Growth, Fluoride, Indicator Bacteria, Lead, Gamma-HCH, Nitrogen (Total Ammonia), Nitrogen, Nitrate/Nitrite, Oxygen Dissolved, pH, Selenium, Toxicity, Zinc	
Pollutants of Concern for the Project	
Pollutants of Concern	Per the TGD[1], Table 2.2, pollutants of concern for North Orange County, Coyote Creek and San Gabriel River (Reach 1), include Bacteria Indicators/Pathogens, Nutrients, Pesticides, and Toxicity.
Primary Pollutants of Concern	Nutrients, pathogens, and pesticides

Source: Kimley Horn 2021
Notes: TMDL = total maximum daily load; TGD = Technical Guidance Document

In compliance with the DAMP, a water quality management plan (WQMP) was prepared for the proposed project. As required by the DAMP and also as part of the COAs under COA HYD-2, the project applicant is required to implement the recommended post construction BMPs from the WQMP to reduce potential operational water quality impacts. Based on the proposed land uses and site activities, the WQMP identified suspended-solid/sediment, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and crease, toxic

organic compounds, and trash and debris as expected pollutants of concern for the proposed project. However, with implementation of low impact development (LIP) BMPs that include seven modular wetland proprietary biofiltration units and the non-structural BMPs and structural BMPs as described in the WQMP and in Table 14, operational water quality impacts would be reduced to less than significant level. Detailed description of the BMPs including responsible party for implementation and implementation frequency are contained in the WQMP prepared for the proposed project is included as Appendix K to the Initial Study.

Table 14 Non-Structural and Structural BMPs

Non-Structural BMPs	
N1 Education for Property Owners, Tenants and Occupants	N11 Common Area Litter Control
N2 Activity Restrictions	N12 Employee Training
N3 Common Area Landscape Management	N14 Common Area Catch Basin Inspection
N4 BMP Maintenance	N15 Street Sweeping Private Streets and Parking Lots
Structural BMPs	
S1 Provide storm drain system stenciling and signage	
S3 Design and construct trash and waste storage areas to reduce pollution introduction	
S4 Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	

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 project site is in the Coastal Plain of the Orange County subbasin. The proposed project does not propose groundwater wells that would extract groundwater from aquifers, nor would the proposed project affect recharge capabilities for the basin, as the site is fully developed. Therefore, impacts would be less than significant.

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 a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river to result in a substantial erosion or siltation on- or off-site. Although construction of the proposed project would increase the potential for erosion and siltation, the improvements would be constructed over a short period of time, and BMPs would be implemented to reduce erosion and siltation impacts. Additionally, surface water drainage would be controlled by building regulations, with the water directed toward existing streets, flood control channels, storm drains, and catch basins. As the proposed project is subject to NPDES requirements, the applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction.

As stated in the Preliminary Hydrology Report (Appendix J), the proposed stormwater would be captured and conveyed to various on-site inlets throughout the project site. These flows would be diverted to an on-site bioretention BMP specified as modular wetland systems prior to discharging into the local storm drain system. Therefore, a less than significant impact to drainage would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The project site is currently covered by 0.42 acres of pervious surfaces and 3.13 acres of impervious surfaces. After project completion, the proposed project would be covered by 0.14 acres of pervious surfaces and 3.30 acres of impervious surfaces, increasing the impervious surface by 0.17 acres. Project implementation would result in the construction of new residential and commercial uses with landscaping on-site. The existing drainage flows along a gutter to one of two driveways exiting along either E. Chapman Avenue or N. Commonwealth Avenue. Both drainages flow south and west toward the E. Chapman Avenue and N. Commonwealth Avenue intersection where they enter one of two curb inlets, one on E. Chapman Avenue and one on N. Commonwealth Avenue. The proposed project would divide the project site into seven drainage management areas (DMA) served by seven modular wetlands proprietary biofiltration units. As stipulated under the condition of approval in COA HYD-3, the project applicant will be required to coordinate with the City to provide the necessary drainage improvements for the project if any impacts are found. Runoff calculations were performed to estimate the time of concentrations and 100-year peak flow rates from the pre-development and post-development conditions. The runoff calculations resulted in the peak flow rate of 13.46 cubic feet per second (cfs) and 13.75 cfs under the pre-project conditions and the post-project conditions, respectively, demonstrating that post-development peak flow is only 2 percent greater than the pre-development peak flow (Kimley Horn 2021a). Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Additionally, a new on-site storm drain system designed for the 100-year storm would be installed to collect surface runoff at designated storm inlet locations across the project site and convey flows downstream. Hydraulic calculations were performed to ensure that pipes are adequately sized to convey the anticipated flow (Kimley Horn 2021a). Therefore, a less than significant impact to surface runoff would occur.

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?

Less Than Significant Impact. As discussed under Section 3.10(a), the proposed project would be required to comply with NPDES CGP and the MS4 requirements and implement appropriate BMPs during construction and operation. Additionally, as discussed in Section 3.10(c)(ii), the proposed project would increase the 100-year peak flow rates only by 2 percent compared to existing conditions, and new drainage pipes would be provided to adequately serve the proposed project. Therefore, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. And since the runoff from the project site would be treated by seven modular wetland systems before draining to the inlet, the proposed project would not provide substantial additional sources of polluted runoff. Impacts would be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact. The project site is developed with existing buildings, a surface parking lot, and ornamental landscaping. The project site is located in Zone X (0.2 percent/500-year flood hazard) (Flood Insurance Rate Map ID # 06059C0132J) (FEMA 2009). Since the likelihood of floods in the project site is low, the proposed project would have a less than significant impact on impeding or redirecting flood flows.

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

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. According to the Final Program EIR for The Fullerton Plan, earthquake-induced seiches are not considered a risk in the City of Fullerton. The project site is not in a seiche zone. No impact is anticipated.

As discussed in Section 3.10(c)(iv), the project site is not in flood hazard zone. And while the City of Fullerton is within dam inundation areas of five dams, Fullerton Dam, Prado Dam, Carbon Canyon Dam, Orange County Reservoir, and Brea Dam, the project site is outside of the dam inundation areas (Fullerton 2020). The project site is not in a flood hazard zone. No impact is anticipated.

According to the Geotechnical Report, the potential for the site to be impacted by a tsunami is negligible as the Pacific Ocean is approximately 16 miles southwest of the site; the potential for the site to be adversely impacted by earthquake-induced seiches is considered negligible due to the lack of significant enclosed water bodies in the project site's vicinity. The project site is not in a tsunami zone. No impact is anticipated.

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

Less Than Significant Impact. The proposed project would not obstruct or conflict with the implementation of a water quality control plan or sustainable water management plan. The proposed project would comply with the water quality and use requirements of these plans through the implementation of BMPs. Therefore, impacts would be less than significant.

3.11 LAND USE AND PLANNING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?			X	

3. Environmental Analysis

Would the project:

a) Physically divide an established community?

No Impact. The project site is surrounded by institutional, residential, and commercial uses. The proposed project consists of developing residential and commercial uses within the project site boundaries and would not divide an established community. Therefore, no impact would occur.

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 is currently zoned O-P (Office Professional), and the land use designation of the site is Office. The proposed project would require a zone change to SPD (Specific Plan District) and a land use change to High Density Residential. There is no maximum density under the High Density Residential land use designation and the minimum density is 28.1 dwelling units/acre.

The purpose of the SPD zone is to provide detailed and enhanced implementation of particular areas of the General Plan where a variety or combination of land uses are being proposed over a substantial amount of land. The SPD zone provides for the establishment of physical development standards and regulations for land uses that may be unique to the particular area where the Specific Plan is being proposed. Upon approval of the zone change and land use change, the proposed project would comply with the new designations for the site. Table 15 provides consistency analysis with the applicable goals and policies of The Fullerton Plan.

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
The Built Environment	
Community Development and Design Element	
GOAL 1: Resilient and vital neighborhoods and districts.	
P1.4 Connection and Integration of Uses Support projects, programs and policies to improve connections between housing, shops, work places, schools, parks and civic facilities, and integrate uses where possible and appropriate.	Consistent: The project site is within Focus Area J (Education) of the Fullerton Vision Plan. The Education Focus Area is envisioned as "dynamic neighborhood in which the colleges and universities form the hub. Higher density multi-family housing, along with supporting retail and service facilities, will meet the demands of the increasing student population, staff and faculty. A student-oriented village developed through a strong town-grown partnership will include additional retail and entertainment areas that will serve new residents and surrounding neighborhoods." The proposed student-oriented housing would support the nearby CSUF and HIU. The proposed project would also provide ground floor commercial space to support the students and residents in the area. Therefore, the proposed project directly supports the vision of the Education Focus Area and provides connection and integration of uses among housing, shops, and school uses.
P1.7 Development That Supports Mobility Support projects, programs, policies and regulations to promote a development pattern that encourages a network of multi-modal transportation options.	Consistent: The proposed project supports development pattern that encourages multimodal transportation options and helps ensure a sustainable multimodal transportation system. The existing sidewalks, bike lanes, bus stops and transit stops would provide safe movement from the project site to various local and regional destinations (see Section 3.17, *Transportation*, subsection *Pedestrian and Bicycle System*).

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
P1.9 Housing Choice Support projects, programs, policies and regulations to create housing types consistent with market demand for housing choice.	*Consistent.* The proposed project would provide student-oriented housing with a variety of floor plan options that includes micro unit, studio unit, and one bed to four-bed units that meet the market demand for housing choices. The proposed project expands available housing choices for nearby college students.
P1.11 Compatibility of Design and Uses Support programs, policies and regulations to consider the immediate and surrounding contexts of projects to promote positive design relationships and use compatibility with adjacent built environments and land uses, including the public realm.	Consistent: See response to Policy 1.4, above. The project site is adjacent to similar multi-level student-oriented housing with ground-level retail uses to the west, and two-story apartment uses to the north. Therefore, the proposed project is compatible with the adjacent uses. The proposed project would also provide discreet parking design wrapped within residential uses to promote positive design relationships and use compatibility with adjacent residential uses. The proposed project would include courtyards and outdoor dining plazas to support a pedestrian-oriented development.
P1.13 Universal Design Support projects, programs, policies and regulations to produce buildings and environments that are inherently accessible to people of all abilities.	Consistent: Pedestrian paths, common open space and people-gathering areas that would be accommodated by the proposed project would be designed to ensure that buildings and site improvements are accessible to people of all abilities. Pedestrian paths would wrap around the building with the paseo and a walkway along the driveway entrance on E. Chapman Avenue connecting the walkways north and south. The provision of adequate accessibility to people of all abilities would be ensured through the City's development review and building plan check process.
GOAL 2: A positive identity and distinctive image.	
P2.2 Distinctive and Memorable Places Support projects, programs, policies and regulations to promote distinctive, high-quality built environments whose form and character respect Fullerton's historic, environmental and architectural identity and create modern places that enrich community life and are adaptable over time.	Consistent: The proposed project would promote distinctive, high-quality built environments by providing distinct and interesting architectural design. The proposed project would use different colors, quality materials and finishes to create memorable architectural identity. See Figures 5 through 7 for building elevation and section views, and Figure 10 for simulated perspective views of the completed project.
P2.4 Sense of Place Support projects, programs, policies and regulations to reinforce the character and sense of place of established neighborhoods and districts by preserving and enhancing the attributes which contribute to neighborhood and district identity, vitality and livability.	Consistent: The proposed project would create sense of place by providing housing development with various recreational amenities and ground-floor retail where residents can gather and enjoy. Similar student-oriented housing and ground-floor commercial use development, University House, is across N. Commonwealth Avenue to the west, and development of the proposed project would contribute to creating compatible and livable space for students.
P2.7 Relationship to Street Support projects, programs, policies and regulations to site and design buildings to create a positive, accessible image along the street and reinforce a vibrant and comfortable public realm.	Consistent: The proposed project is designed to create an aesthetically pleasing and inviting image along N. Commonwealth Avenue and E. Chapman Avenue frontages. The ground floor of the building would have transparent retail storefront windows along the southern façade fronting E. Chapman Avenue, which would also wrap the corner to create retail vitality fronting N. Commonwealth Avenue. In addition to the ground-floor retail storefront, the paseo, publicly accessible space with seating, landscaping, and public arts adjacent to the retail storefront, and pedestrian paths that wraps around the entire site would also help reinforce a vibrant and comfortable public realm.
Housing Element	
GOAL 3: A supply of safe housing ranging in cost and type to meet the needs of all segments of the community.	
3.4 Facilitate Infill Development The built-out nature of the City requires the evaluation of land currently developed with existing uses for potential residential development. The City will facilitate infill development within feasible development sites for homeownership and rental units. The City shall facilitate the	Consistent: The proposed project is considered an infill development near the transit priority area (TPA), as it would permit redevelopment of an urbanized and built-out area of the city with a residential development with ground-floor commercial uses. The proposed project would support providing a variety of housing types, styles, tenure, and densities within the project area as there are other types of residential units in the project vicinity.

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Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
development of infill residential development through proactive and coordinated efforts with the Redevelopment Agency, Planning Division, private development and non-profit entities, and any other housing related groups to encourage the construction of residential development affordable to extremely-low, very-low, low, and moderate income households through a menu of regulatory incentives (i.e., streamlined review, reduced development standards, land assemblage, lot consolidation, fee assistance, and other methods that will effectively encourage infill development).	
3.5 Encourage Mixed Use Development Due to the limited vacant land resources and the desire of the City to provide connections with jobs, housing, and transportation, the City shall encourage mixed use development to further enhance the viability and success of residential development. Key focus areas shall include the City's primary activity centers, including the downtown area. The City will continue to permit mixed use development in the C-3 zone and through the development of specific plans. The City will further encourage mixed use development through a variety of activities such as organizing special marketing events geared towards the development community, posting the sites inventory on the City's webpage, identifying and targeting specific financial resources, and reducing appropriate developments standards.	Consistent: Implementation of the proposed project would permit redevelopment of an office building site in an urbanized and built-out area of the city with needed housing development with commercial uses on the ground floor. The project site is near multiple colleges, bus stops, and the Fullerton Station for regional rail access. Therefore, the proposed project is consistent with the City's goal of encouraging mixed use development.
3.26 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 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 provisions of the 2019 Building and Energy Efficiency Standards and the 2019 Green Building Standards Code (CALGreen). Compliance with these provisions would be ensured through the City's development review and building plan check process.
3.28 Provision of Amenities and Services Adjacent to Housing The City understands that quality neighborhoods desire access to a range of amenities to serve the needs of its residents. These may include, but are not limited to parks, open space, retail, educational opportunities, childcare, social	Consistent: The project site is nearby CSUF and HIU, and there are also various commercial and residential uses that support residential development. Provision of needed student-oriented housing would contribute to enhance the quality of life for the residents and businesses surrounding the colleges.

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
services, and other services appropriate to the unique needs of each neighborhood's residents. On an ongoing basis, the City shall consider the provision of amenities and services within and adjacent to new and existing housing development to further enhance the quality of life within Fullerton's neighborhoods.	
Mobility Element	
GOAL 5: A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.	
P5.7 Complete Streets Support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City.	Consistent: The proposed project would not interfere with the existing pedestrian and bike lane facilities near the project site. A housing development in an area supported by a multimodal transportation network meets the needs of the nearby institutional land uses. The project location and development type would encourage use of transit and active transportation, and providing retail and bicycle parking and neighborhood-supporting commercial space on the ground floor would reduce reliance on motorized transportation and reduce dependency on single occupancy vehicles. Therefore, the proposed project would meet the goal of maintaining a balanced multi modal transportation network that meets the needs of all users of the streets.
P5.12 Multi-Modal Traffic Analysis Support programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from the points of view of automobile drivers, transit passengers, bicyclists and pedestrians rather than autocentric thresholds which conflict with other policies of The Fullerton Plan – including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space.	Consistent: See response to Policy P5.7.
P5.13 Development-Oriented Transit Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods, while fitting the scale and traffic patterns of the surrounding area.	Consistent: See response to Policy P5.7, above.
Bicycle Element	
GOAL 6: A bicycle friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities.	
P6.5 Bicycling Safety and Convenience Support projects, programs, policies and regulations that make bicycling safer and more convenient for all types of bicyclists.	Consistent: The proposed project would not remove or interfere with the existing or planned bicycle facilities in the area. N. Commonwealth Avenue adjacent to the project site has the only existing designated bike lane in the project vicinity, and this lane connects to the CSUF routes and Class I Bike path within the CSUF campus. Therefore, the proposed project encourages ridership among future residents of the proposed development that attend CSUF. Additionally, Class III bike routes are proposed on E. Chapman Avenue from east of N. Commonwealth Avenue to Placentia Avenue and on Nutwood Avenue from Placentia Avenue to Victoria Drive, which would connect to other areas in the city. The proposed bicycle parking on the ground floor would provide a safe storage option for bicyclists, further encouraging bicycle ridership.

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Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	The bicycle parking room would be equipped with bike racks and bike owners would need to provide own locks to secure the bikes. The bicycle parking room access would be controlled by a fob-based entry system. Therefore, the proposed project would not conflict with local plans addressing bicycle facilities.
P6.6 Safe Travel to Key Destinations Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and the larger region.	Consistent: See response to Policy P6.5.
P6.7 Development Projects Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects	Consistent: See response to Policy P6.5.
P6.9 Intersection Safety Support projects, programs, policies, and regulations to support the safe and efficient movement of bicyclists through and across intersections.	Consistent: See response to Policy P6.5.
P6.12 Bicycle Parking and Facilities Support projects, programs, policies, and regulations to provide convenient bicycle parking and other bicycle facilities in existing and potential high demand locations within the City, such as educational institutions, parks, business districts, transit stops, retail, commercial and employment centers.	Consistent: See response to Policy P6.5.
P6.14 Design Technology and Innovation Support projects, programs, policies and regulations to consider bicycle friendly design using new technologies and innovative treatments.	Consistent: See response to Policy P6.5, above.
Growth Management Element	
GOAL 7: Growth and development aligned with infrastructure capabilities.	
P7.2 Housing Growth Support projects, programs, policies and regulations to accommodate housing growth consistent with the Regional Housing Needs Assessment in areas of the City with existing and planned infrastructure capabilities.	Consistent: The 6th cycle Regional Housing Needs Assessment (RHNA) allocation for the city is 13,209 units. The proposed project would provide additional housing in the area where there are existing infrastructure capabilities as discussed in Section 3.19, *Utilities and Service Systems*. Implementation of the proposed project would contribute to fulfilling the city RHNA allocation goal.
P7.3 Infrastructure Planning Support projects, programs, policies and regulations to plan for appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.	Consistent: The project site is in a highly urbanized area with available infrastructure. As discussed in Section 3.19, *Utilities and Service Systems*, the proposed project would not result in adequate sewer, water, stormwater, natural gas, and electric power services.
P7.5 Appropriate Development Scale Support projects, programs, policies and regulations to ensure that development is appropriate in scale to current and planned infrastructure capabilities.	Consistent: As discussed in Section 3.19, *Utilities and Service Systems*, the existing infrastructure that would serve the proposed project have adequate capabilities.

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
Noise Element	
GOAL 8: Protection from the adverse effects of noise.	
P8.2 Mobile Sources Support projects, programs, policies and regulations to control and abate noise generated by mobile sources.	Consistent: As discussed in Section 3.13, *Noise*, the proposed project would not result in significant noise impacts from mobile noise sources because the traffic noise is not projected to increase more than 1.5 dBA.
The Fullerton Economy	
Economic Development Element	
GOAL 10: An innovation economy built upon Fullerton's local entrepreneurial spirit and intellectual capital.	
P10.6 Support for Educational System Support policies, projects and programs that bolster the efforts of local school districts, vocational schools, colleges and universities to maintain an outstanding educational system that best prepares today's students for tomorrow's workplace.	Consistent: The proposed project would respond to student housing needs for both CSUF and HIU, thereby indirectly supporting the growth and development of CSUF and HIU. The project site is in Focus Area J, Education, of The Fullerton Plan. Focus Are J is centered on a number of colleges and universities, which are significant contributors to the community's intellectual capital. The proposed project is consistent with the intent of Focus Area J that envisioned provision of high-density housing for student population.
P10.7 Education Employment Sector Expansion Support policies, projects, programs and regulations that encourage the growth and development of the vocational schools, colleges and universities within Fullerton and, as a result of such expansion, create jobs and entrepreneurial opportunities, enhance educational opportunities for Fullerton residents, support neighborhood stability and strengthen the City's image as an educational center.	Consistent: See response to Policy P10.6.
Revitalization Element	
GOAL 11: Revitalization activities that result in community benefits and enhance the quality of life in neighborhoods, districts, and corridors.	
P11.9 Focus Area Revitalization Priority Support policies, projects, programs and regulations that prioritize revitalization efforts that are within or adjacent to the City's Focus Areas.	Consistent: The project site is within the Focus Area J, Education, envisioned as a dynamic neighborhood in which the colleges and universities form the hub. Higher density multi-family housing, along with supporting retail and service facilities are identified as desired uses to meet the increasing student population, staff and faculty. The proposed project would provide high-density student-oriented housing consistent with the Focus Area J's vision for the area. Focus Area J also envisioned student-oriented village that includes additional retail and entertainment areas that will serve new residents and surrounding neighborhoods. Consistent with the vision, the proposed project would provide ground floor commercial that will serve the new residents and surrounding neighborhood.
P11.11 Parking Management Program Support policies, programs and regulations that facilitate parking management programs within the Transportation Center, Downtown and other appropriate Focus Areas to better manage the parking supply for the benefit of businesses, visitors and residents.	Consistent: The project site is in the transit priority area where proximity to public transportation and colleges and universities form student-oriented village where typical parking supply would not be applicable. The Specific Plan would require parking standards of 3 spaces/1,000 square feet for commercial uses, 0.64 spaces/unit for residential units and 0.13 spaces/unit for residential guest spaces for a total of 362 spaces. The proposed project would provide a total of 376 parking spaces, exceeding the Specific Plan's parking standards. The proposed project would also provide 197 bicycle parking spaces to promote bicycle ridership instead of automobiles Many of the residents of the proposed housing development are expected to walk and bike to the nearby colleges and universities, and also take public transportation. Additionally, pursuant to PRC Section 21099, parking impacts of a residential, mixed-use

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Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.
P11.12 Public-Private Partnerships Support policies, projects and programs that facilitate partnerships with property owners and developers to achieve revitalization results that contribute to clean, safe and attractive neighborhoods and districts.	Consistent: The proposed project would redevelop the site, which has existing office buildings without much architectural character with a multi-story student-oriented housing development with high quality design, materials, and finishes. The ground floor retail and inviting paseo would promote a safe and attractive environment for residents can walk and bike. The proposed development would be compatible with the adjacent University House, and combined with other residential development in the Focus Area J, the proposed project would contribute to clean, safe, and attractive neighborhoods.
The Fullerton Community	
Public Safety Element	
GOAL 12: Proactively addressing public safety concerns.	
P12.11 Public Safety in Focus Areas Support projects, programs, policies and regulations to proactively address public safety concerns as part of community-based planning of Focus Areas.	Consistent: The proposed project would incorporate design features to reduce opportunities for criminal activities, such as incorporating lighting and surveillance cameras where appropriate. The residential areas would be screened and gated with fences and walls while public and semi-public areas would be open and visible to deter criminal activity. The proposed project would provide lighting on internal drives to sufficiently illuminate both the roadway and sidewalk for nighttime visibility and safety.
P12.13 Safety through Design Support policies, projects, programs and regulations that make crime prevention and the maintenance of public safety service levels considerations in design and management of existing and new private and public spaces.	See response to Policy P12.13.
Public Health Element	
GOAL 14: An environment with opportunities for community health and wellbeing.	
P14.2 Healthy Living Support policies, projects, programs and regulations that result in changes to the physical environment to improve health, well-being and physical activity.	Consistent: The proposed project would allow students attending the colleges and universities in the project vicinity to reduce commuting and extend students' stay in Fullerton by creating opportunities them to live, study, shop and play within the city. The proposed project would not interfere with the existing or planned bicycle facilities in the area and the residents of the proposed development would have the opportunity to walk and bike to various destinations within the city. N. Commonwealth Avenue adjacent to the project site has the only existing designated bike lane in the project vicinity, and this lane connects to the CSUF routes and Class I Bike path within the CSUF campus. Adjacency to the designated bike lane and provision of convenient bicycle parking on the ground-level would encourage ridership among future residents of the proposed development that attend CSUF. The existing bike lanes connects to the Fullerton Arboretum and also to the Craig Regional Park. Additionally, Class III bike routes are proposed on E. Chapman Avenue from east of N. Commonwealth Avenue to Placentia Avenue and on Nutwood Avenue from Placentia Avenue to Victoria Drive, which would connect to other areas in the city. The project site is also walking distance to the neighborhood commercial uses at the intersection of State College Boulevard and E. Chapman Avenue. The proposed bicycle parking on the ground floor would provide safe storage option for bicyclists, further encouraging bicycle ridership. Therefore, the proposed project would provide an environment with opportunities for community health and wellbeing.

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
P14.5 Opportunities for Physical Activity Support policies, projects, programs and regulations that provide for convenient and safe areas that facilitate opportunities for physical activity such as parks, trails, open space, safe streets for bicycling, safe sidewalks for walking, and recreational facilities for residents of all ages and abilities.	Consistent: See response to Policy P14.2.
P14.6 Amenities Within a Walkable Distance Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter- to a half-mile) of established residential uses.	Consistent: See response to Policy P14.2.
P14.8 Community Health in Focus Areas Support projects, programs, policies and regulations to evaluate ways to improve opportunities for community health and wellbeing as part of community-based planning of Focus Areas.	Consistent: See response to Policy P14.2.
Parks and Recreation Element	
GOAL 15: Parks, recreational facilities, trails, and programs that promote a healthy community and a desirable quality of life.	
P15.12 Parks and Recreational Facilities in Focus Areas Support projects, programs, policies and regulations to consider parks, recreational facilities and trails as part of community-based planning of Focus Areas.	Consistent: See response to Policy P14.2.
P15.13 Context-Sensitive Design Support projects and programs incorporating design features in parks, recreational facilities and trails that reflect the sense of place and unique characteristics of the local context.	Consistent: See response to Policy P14.2.
Natural Environment	
Water Element	
GOAL 19: An adequate, safe, and reliable water supply.	
P19.6 Focus Area Planning Support projects, programs, policies and regulations to evaluate ways to conserve and reduce water use as part of community-based planning of Focus Areas.	Consistent: The proposed project would be required to comply with the water-efficient landscape requirements in Chapter 15.50 (Landscaping and Irrigation Requirements) of the City's municipal code, which applies to all new landscape installations or rehabilitation projects. Furthermore, the proposed project would be required to comply with the provisions of the 2019 Green Building Standards Code, which is adopted by reference in Chapter 14.06 (Green Building Standards Code) of the City's municipal code. The code has requirements for indoor water use reduction and site irrigation conservation. The proposed project would not result inefficient use of water and as discussed in Section 3.19, *Utilities and Service Systems*, adequate water supply is available to serve the proposed project.

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Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
P19.7 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: See response to Policy P19.6.
GOAL 20: A healthy watershed and clean urban runoff.	
P20.5 Water Quality of Focus Areas Support projects, programs, policies and regulations to encourage site and infrastructure improvements within the City's Focus Areas to support cleaner and reduced urban runoff.	Consistent: The proposed project's operational- and construction-phase impacts on hydrology and water quality are analyzed in Section 3.10, *Hydrology and Water Quality,* the proposed project is required to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements, including the submittal and implementation of a Storm Water Pollution Prevention Plan and best management practices (BMPs). The proposed stormwater would be captured and conveyed to on-site bioretention BMP specified as modular wetland systems prior to discharging into the local storm drain system. Therefore, the proposed project would support cleaner and reduced runoff than the existing conditions.
P20.6 Construction Impacts Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by private and public construction projects.	Consistent: See response to Policy P20.5.
P20.7 Development Impacts Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use.	Consistent: See response to Policy P20.5.
Air Quality and Climate Change Element	
GOAL 21: Protection and improvement of air quality.	
P21.4 Balanced Land Use Support projects, programs, policies and regulations to promote a balance of residential, commercial, industrial, recreational and institutional uses located to provide options to reduce vehicle trips and vehicle miles traveled.	Consistent: The proposed project provides residential units with commercial on the ground floor, thereby supports the development pattern that provides options to reduce vehicle trips and VMT. The project site is served by four bus routes within a half-mile of the project site and the bus stop next to the west property line provides connection to the Fullerton Station that provides passenger rail services and the projects site is also walking and biking distance from colleges and universities, further providing residents with multimodal transportation options and helps ensure a sustainable multimodal transportation system, reducing vehicle trips, vehicle miles traveled, and air quality impacts.
P21.6 Construction Impacts Support projects, programs, policies and regulations to reduce impacts to air quality caused by private and public construction projects.	Consistent: Section 3.3, *Air Quality*, addresses construction air quality impacts and applies mitigation measures and regulatory requirements to reduce construction air quality impacts to less than significant level. Mitigation Measure AQ-1 requires the construction contractors to only use interior paints with a VOC (volatile organic compound) content of 50 grams per liter (g/L) to reduce VOC emissions and Mitigation Measure AQ-2 requires use of the EPA Tier 4 interim emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower. Therefore, construction air quality impacts from the proposed project supports protection of air quality.
P21.7 Development Impacts Support projects, programs, policies and regulations to reduce impacts to air quality caused by the design or operation of a site or use.	Consistent: As discussed in Section 3.3, *Air Quality*, long-term air pollutant emissions associated with the proposed project include area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas from building heating and operation of barbecue grills and fire pits), and mobile sources (i.e., on-road vehicles). The proposed project has the potential to reduce per capita VMT because of its proximity to CSUF and HIU. The project site served by four bus routes

Table 15 The Fullerton Plan Consistency Analysis

Applicable Policies of The Fullerton Plan	Project Compliance with Policy
	within a half-mile of the project site and the bus stop next to the west property line provides connection to the Fullerton Station that provides passenger rail services, which would also support reducing VMT. Additionally, the proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen), and operational boilers would be permitted by the South Coast AQMD and would comply with Rule 1146.2, which requires low-NOx efficient boilers. Therefore, the proposed project would reduce air quality impacts caused by the operation or use of the site.
GOAL 22: Participation in regional efforts to address climate change and its local impacts.	
P22.8 Sustainable Communities Strategies Support projects, programs, policies and regulations to coordinate future community-based planning efforts of the Focus Areas for consistency with the SCAG Sustainable Communities Strategy and Orange County Sustainable Communities Strategy.	Consistent: See analysis provided Table 13, *SCAG's Connect SoCal Consistency Analysis*.
Integrated Waste Management Element	
GOAL 23: Safe and efficient management of waste.	
P23.6 Focus Area Waste Management Support projects, programs, policies and regulations to evaluate ways to increase recycling and product reuse and reduce waste as part of community-based planning of Focus Areas.	Consistent: Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations govern solid waste disposal as listed below. • EPA's Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. • AB 341 (Chapter 476, Statutes of 2011), which increased the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multifamily residential land uses on-site. • AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) which required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 required each county to prepare a countywide siting element specifying areas for transportation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period. • AB 1327 (California Solid Waste Reuse and Recycling Access Act of 1991), which requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects. • AB 1826 requires implementation of organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwelling that consist of five or more units. Therefore, the proposed project supports safe and efficient management of waste.
P23.7 Waste Management Support projects, programs, policies and regulations to consider project level solid waste management needs at the site and building design stages.	Consistent: See response to Policy P23.6.

Source: The Fullerton Plan.

The Proposed Project is not considered a project of regional significance pursuant to the criteria outlined in Section 15206 of the CEQA Guidelines. Although the proposed project would require a general plan

amendment, if a negative declaration was prepared for the amendment, and not an environmental impact report (EIR), the project is not considered a project of regional significance requiring review by SCAG. The proposed project does not meet any of the criteria under the CEQA Guidelines Section 15206(b)(2). Additionally, Table 16, *SCAG's Connect SoCal Consistency Analysis*, shows how the proposed project is consistent with the overarching goals of the RTP/SCS that focuses on transit, transportation, and mobility and protection of the environment and health of residents.

Table 16 SCAG's Connect SoCal Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. The proposed project would revitalize the site by adding a student-oriented housing development with amenities and ground floor commercial on-site. The proposed project would result in additional employment and residential uses in Orange County, and therefore would be consistent with the RTP/SCS goals of improving regional economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The proposed project would provide student-oriented housing nearby colleges and transit stops, so that dependency on automobiles can be reduced. Reduced dependency on automobiles would improve mobility, reliability, and travel safety for people and goods. The proposed project would also provide bicycle parking on the ground floor to encourage bike ridership.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. The proposed project would allow housing developed close to active transportation facilities, thereby reducing dependency on automobiles for future residents and employees. The overall reduction in VMT for future residents would indirectly enhance the preservation, security, and resilience of the regional transportation system.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent. See response to RTP/SCS G-3. Long-term emissions generated by the proposed project would not produce criteria air pollutants that exceed the South Coast AQMD's significance thresholds for project operations or construction activities. The proposed project is a student-oriented housing development. The adjacent active transportation facilities (bike lanes, sidewalks, and transit stops), and would provide future residents and employees the opportunity to use these facilities instead of automobiles.
RTP/SCS G6: Support healthy and equitable communities.	Consistent. See response to RTP/SCS G-5.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. See response to G-5. Providing student-oriented housing and ground floor commercial close to colleges would allow residents to walk, bike, and use public transportation to destinations instead of driving a car. Therefore, the proposed project would support infill development in urban surrounding. Additionally, the proposed project would be constructed to achieve the 2019 Building and Energy Efficiency Standards and would be substantially more energy efficient than structures that predate the creation of building and energy efficiency standards.
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. See response to RTP/SCS G-3.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The project site is within a half-mile of four OCTA bus stops and 2.5 miles from Fullerton Station with Metrolink and Amtrak rail services. OCTA Route 26 connects to the Fullerton Station. There are single family, multi-family and similar student-oriented housing development near the project site. The proposed project would provide student-oriented housing development close to CSUF and HIU, allowing students to walk or bike to schools. Therefore, the proposed project is consistent with the goal of providing diverse housing types in areas that are supported by multiple transportation options.

Table 16 SCAG's Connect SoCal Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The proposed project would be developed on an existing development parcel within the City of Fullerton, and therefore, would preserve natural and agricultural lands.

Source: SCAG 2020.

Additionally, as discussed in Sections 3.8, *Greenhouse Gas Emissions*, and Section 3.17, *Transportation*, the proposed project would be consistent with the goals and policies of the City's Climate Action Plan, The Fullerton Plan, and SCAG's RTP/SCS for the purposes of avoiding or mitigating environmental effects. Therefore, impacts would be less than significant.

3.12 MINERAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X

Would the project:

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

No Impact. The Fullerton Plan does not indicate sites with mineral resources within the city boundaries. The project site and its surrounding areas are not developed for mineral extractions. The project site is developed with existing buildings, a surface parking lot, and ornamental landscaping. Therefore, no loss of known resources would result from project implementation, and 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. No mining sites are identified in The Fullerton Plan. Therefore, the development of the proposed project would not cause a loss of availability of a mining site; no impact would occur.

3. Environmental Analysis

3.13 NOISE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures.

COA N-1 Project applicants shall ensure through contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- 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.
- 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 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.
- Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading or building permit (whichever is issued first).

COA N-2 Project applicants 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.

COA N-3 Project applicants shall ensure by contract specifications that construction staging areas along with the operation of earthmoving equipment within the city would be located as far away from vibration and noise sensitive sites as possible. Should construction activities take place within 25 feet of an occupied structure, a project specific vibration impact analysis shall be conducted. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

COA N-6 The City shall require mechanical equipment from future development to be placed as far practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

Regulatory Requirements

The following regulatory requirement will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions.

COA N-7 Prior to approval of building plans, project applicant shall comply with the California Code of Regulations, Title 24, Chapter 12, and submit an acoustical study for review and approval by the City's Community and Economic Development Department demonstrating that the structure design limits interior noise in habitable rooms to 45 dBA CNEL/L_{dn}.

3. Environmental Analysis

Noise Fundamentals

Noise is unwanted sound, known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Fundamentals of noise and vibration, additional local regulatory background information, and construction and traffic noise modeling data are included in Appendix L.

Environmental Setting

The project site is primarily characterized by traffic noise from SR-57 (east), E. Chapman Avenue (south), and N. Commonwealth Avenue (west). Secondary noise sources in the project area include those associated with typical residential uses (such as maintenance and landscaping) to the south and multifamily residences to the north and west. Based on traffic noise contours published in The Fullerton Plan, the western portion of project site (proposed residential) is within the 65 CNEL and 70 CNEL traffic noise contours, and the eastern portion of the project site (proposed residential and parking garage) is within the 70 CNEL and 75 CNEL traffic noise contours.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest sensitive receptors to the proposed project are the adjacent multifamily residences to the north. There are additional multifamily residences to the west across N. Commonwealth Avenue and single-family residences to the south across E. Chapman Avenue. The HIU is to the northwest and the CSUF building is north beyond the multifamily residences.

The project site is in an ambient noise environment that exceeds 65 dBA CNEL. According to The Fullerton Plan, the project site is within the "Conditionally Acceptable" and "Normally Unacceptable" noise and land use compatibility standards for multifamily residence uses. However, per the *CBIA v. BAAQMD* ruling, the impact of existing environmental conditions on a project is no longer under the purview of CEQA evaluation. As a result, though the noise from existing sources is taken into account as part of the baseline, the direct effects of exterior noise from nearby noise and vibration sources relative to land use compatibility of a future project are not evaluated under CEQA.

Applicable Standards

State Regulations

The state of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element prepared according to guidelines adopted by the Governor's Office of Planning and Research. According to these guidelines, the purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

California Code of Regulations, Title 24, Chapter 12

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the CBC within 180 days of its publication. The California Building Standards Commission establishes the publication date of the CBC. The most recent building standards adopted by the legislature and used throughout the state is the 2019 version. Jurisdictions often adopt local, more restrictive amendments based on local geographic, topographic, or climatic conditions. California codifies noise insulation standards in the CBC. These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when new buildings with habitable rooms that are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA CNEL/L_{dn} or higher. Acoustical studies that accompany building plans must demonstrate that the structure design limits interior noise in habitable rooms to 45 dBA CNEL/L_{dn}. Preparation of the Title 24 acoustical study is part of the existing requirement and not part of CEQA analysis as it pertains to the environment's impacts on the project, not the project's impacts on the environment. According to The Fullerton Plan Built Environment, Exhibit 13, *Future Noise Contours*, the project site is within the 65 CNEL or higher noise contour. Therefore, pursuant to the existing Title 24 regulation, the project applicant is required to prepare a Title 24 acoustical study as a standard condition (see COA N-7).

City of Fullerton

Stationary Sources of Noise

The intent of the FMC is to control unnecessary, excessive and annoying sounds emanating from incorporated areas of the city. The FMC Chapter 15.90, Noise Standards and Regulations, has exterior noise standards to regulate stationary noise sources. Exterior noise standards apply to all properties within a Residential Noise Zone and are summarized in Table 17, *Fullerton Exterior Noise Standards for Residential Noise Zone*.

Table 17 Fullerton Exterior Noise Standards for Residential Noise Zone[1]

Time Period	Allowable Exterior Noise Level[2]
7:00 am to 10:00 pm	55 dBA
10:00 pm to 7:00 am	50 dBA

Source: Fullerton Municipal Code, Section 15.90.030, Noise Standards

Notes:

[1] Residential Noise Zone: includes all properties with a residential zone classification, whether incorporated or unincorporated.

[2] 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:

- The noise standard for a cumulative period of 30 minutes in any hour (L_{50});
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes but less than 30 minutes in any hour (L_{25});
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes but less than 15 minutes in any hour (L_8);
- The noise standard plus 15 dBA for a cumulative period of more than 1 minutes but less than 5 minutes in any hour (L_2);
- The noise standard plus 20 dBA for a cumulative period of less than one minutes in an hour (L_{max}).

Exemptions

The FMC exempts noise sources associated with construction, repair, remodeling, or grading of any real property; provided they take place during the hours of 7:00 am to 8:00 pm, except Sunday or City-recognized holidays under section 15.90.050. Though the City of Fullerton has specified hours for construction and

grading activities, it does not establish a quantified threshold for construction noise. Therefore, the Federal Transit Administration (FTA) recommended construction noise criterion of 80 dBA $L_{eq(8hr)}$ for daytime hours at residential uses is used to determine impact significance.

Construction Vibration

The City of Fullerton does not have specific limits or thresholds for vibration. The FTA provides criteria for acceptable levels of ground-borne vibration for various types of buildings. This analysis uses the FTA criteria shown in Table 18, *Groundborne Vibration Criteria: Architectural Damage*.

Table 18 Groundborne Vibration Criteria: Architectural Damage

Building Category		PPV (in/sec)
I.	Reinforced concrete, steel, or timber (no plaster)	0.5
II.	Engineered concrete and masonry (no plaster)	0.3
III.	Non-engineered timber and masonry buildings	0.2
IV.	Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.
PPV = peak particle velocity

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?

Less Than Significant Impact.

Construction Noise

Construction Vehicles

The transport of workers and materials to and from the construction site could incrementally increase noise levels along access road or roads. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, but these occurrences would generally be infrequent and short lived.

Construction generates temporary trips from workers and vendors vehicles. Project construction is anticipated to generate a maximum of 98 worker and vendor trips during the overlapping phases of building construction, finish and landscaping, paving, and architectural coating. During hauling activity, construction activities would generate up to 100 daily haul truck trips during the rough grading and soil haul and ground improvement phases. Access to the project site would be provided via N. Commonwealth Avenue and E. Chapman Avenue, which have existing average daily traffic (ADT) volumes ranging from 10,190 to 34,801 trips, respectively (Fehr and Peers 2021). The addition of these temporary construction trips would result in a noise increase of less than 0.5 dBA CNEL. This would be a negligible noise increase. Therefore, this impact would be less than significant.

Construction Equipment

Noise generated by on-site construction equipment is dependent on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different kinds of equipment and has distinct noise characteristics. The basis for noise levels from construction activities are typically the loudest piece or pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the L_{eq} contributions from the top three loudest applicable pieces of equipment used during each activity phase at a given time, while accounting for the ongoing time variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on the specific construction activity performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the project site with different loads and power requirements.

Attenuated noise levels generated at the nearest noise-sensitive receptors from site preparation, rough and fine grading, and building and asphalt demolition are calculated by measuring the distance from the acoustical center of the entire project site to the receptor property line. The acoustical center of the site best represents L_{eq} average levels, as these activities would take place throughout the entire site and use off-road mobile equipment. Noise levels generated by ground and soil improvement, building construction, utility trenching, and architectural coating were measured from the acoustical center of the nearest proposed building to sensitive receptor property lines. Lastly, paving was measured from the center of the proposed parking garage to the nearest sensitive receptors. These distances for various construction activities best represent the potential average construction-related noise levels at the various sensitive receptors.

The construction equipment and phasing information provided by the project applicant were used to estimate construction noise levels using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 19, *Project-Related Construction Noise, L_{eq} dBA*. RCNM modeling input and output worksheets are included in Appendix L. As shown in Table 19, construction noise levels would not exceed the FTA's criterion of 80 dBA $L_{eq(8hr)}$ for daytime hours at residential uses. Therefore, impacts would be less than significant.

3. Environmental Analysis

Table 19 Project-Related Construction Noise, L_{eq} dBA[1, 2]

Construction Activity Phase	RCNM Reference Levels	Apartment Homes to North	Single-family Homes to South	Student-Oriented Housing to West	Hope International University	College Park Building
Distance in feet[3]	50 ft	90 ft	535 ft	205 ft	700 ft	430 ft
Site Preparation	79	74	58	67	56	60
Rough Grading	84	79	64	72	61	66
Rough Grading Soil Haul	79	74	58	67	56	60
Demolition	81	75	60	68	58	62
Fine Grading	84	79	63	72	61	65
Distance in feet[4]	50 ft	95 ft	200 ft	205 ft	500 ft	425 ft
Ground/Soil Improvement[5]	77	72	65	65	57	59
Building Construction	74	68	62	62	54	55
Utility Trenching	81	75	68	68	61	62
Architectural Coating	74	68	62	61	54	55
Distance in feet[6]	50 ft	90 ft	785 ft	205 ft	815 ft	490 ft
Paving (parking garage)	85	80	61	73	61	65

Notes:
1 Calculations performed with the FHWA RCNM software are included in Appendix L. Distance measurements were taken using Google Earth 2020.
2 Decibels rounded to the nearest whole number.
3 Distance measured from the acoustical center of the entire project site to the nearest sensitive receptor property line because equipment associated with these activity phases are mobile throughout the site.
4 Distance measured from the acoustical center of the nearest proposed building to sensitive receptor property lines.
5 RCNM auger drill rig used as representative of Geopier impact foundation system installation.
6 Distance measured from the center of the proposed parking garage to the nearest sensitive receptor property line.

Stationary Noise During Operation

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site.

Common Recreational Areas

The proposed project would have outdoor private patios with hot tubs and a rooftop pool and pool deck. Noise would consist mostly of people talking. No amplified music or public address systems are proposed. The nearest noise sensitive area are the dwelling units approximately to the north. The UCE Apartment Homes are approximately 175 feet north of the proposed rooftop pool and deck and Pointe At College Apartments are approximately 115 feet north of proposed patios and hot tubs[5]. Due to spreading loss, noise would quickly attenuate. Therefore, noise associated with project recreational activities would be localized. This impact would be less than significant.

[5] Note that the distance is to the noise dwelling units to the north and not the property line. Distances identified in Table 19, *Project-Related Construction Noise*, are to the adjacent property lines.

Mechanical Equipment

Typical HVAC noise is 72 dBA at three feet. The nearest sensitive receptors to potential HVAC equipment are the residential uses to the north, south, and west. Based on available site plans, HVAC equipment would be located approximately 100 feet to the nearest residential property line to the north. At 100 feet, HVAC noise levels would attenuate to approximately 42 dBA. Noise levels would not exceed the City's exterior daytime and nighttime noise standards of 55 dBA and 50 dBA. Therefore, impacts would be less than significant.

Parking and Retail Deliveries

A parking structure is proposed on the eastern portion of the project site. The project site's eastern boundary is bordered by the SR-57 freeway off ramp and would not be impacted by the parking lot noise. Additionally, the surface parking for the multi-family units to the north abuts the north property line and the existing surface parking for the office buildings provides uncovered parking stalls on the northern half of the project site. The proposed parking structure would not introduce a new noise source to the site and would remain a minimal source of noise. The proposed project would also have deliveries associated with retail component of the project. There are two loading areas, both are partially enclosed and have designated loading docks where the end of the trailer would be directly attached to the dock door, and therefore, minimizing loading and unloading activities. Therefore, parking and loading activities would be minimal and less than significant.

Traffic Noise

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet ambient background conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dBA CNEL increase in traffic-generated noise levels. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration (FAA), are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if traffic noise increase would exceed:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
- 5 dBA in ambient noise environments of less than 60 dBA CNEL

ADT volumes provided by Fehr & Peers along study roadway segments in the traffic study area were used to calculate project-related and cumulative traffic noise increases. To calculate project traffic noise increases, Existing plus Project ADT volumes are compared to Existing No Project ADT volumes logarithmically at each study roadway segment. Similarly, the cumulative traffic noise increase is determined by comparing Future Plus Project ADT volumes to Existing No Project ADT volumes logarithmically. Table 20 summarizes traffic noise modeling results and shows project-related traffic would increase by up to 0.1 dBA CNEL, and cumulative

traffic would increase by up to 1.4 dBA CNEL. Neither project nor cumulative traffic noise increases would exceed 1.5 dBA CNEL. Therefore, impacts would be less than significant.

Table 20 Traffic Noise Increase Summary

Roadway Segment	ADT Volumes				dBA CNEL	
	Existing No Project	Existing Plus Project	Future No Project	Future Plus Project	Project Related Noise Increase	Cumulative Noise Increase
State College Boulevard from Fender to Nutwood Avenue	24,321	24,479	27,590	27,748	0.0	0.6
State College Blvd from Nutwood Avenue to Yorba Linda Boulevard	30,625	30,711	35,450	35,536	0.0	0.6
E. Chapman Avenue from College Boulevard to SR-57	34,801	35,865	38,250	39,314	0.1	0.5
E. Chapman Avenue from SR 57 to Bradford Avenue	24,067	24,261	29,260	29,454	0.0	0.9
N. Commonwealth Avenue from Nutwood Avenue to E. Chapman Avenue	10,190	10,539	13,430	13,779	0.1	1.3
N. Commonwealth Ave from E. Chapman Avenue to College Boulevard	9,287	9,390	12,830	12,933	0.0	1.4
State College Boulevard from Fender Avenue to Nutwood Avenue	24,321	24,479	27,590	27,748	0.0	0.6

Source: Fehr & Peers, 2021.

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

Less Than Significant Impact.

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings near the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

For reference, a vibration level of 0.20 inches per second (in/sec) peak particle velocity (PPV) is used as the limit for non-engineered timber buildings, which is applied to the surrounding residential structures (FTA 2018). For reference, Table 21, *Vibration Levels for Typical Construction Equipment*, shows typical construction equipment can produce vibration levels up to 0.21 in/sec PPV at a distance of 25 feet. The nearest structure to the project site is approximately 75 feet to the north as measured from the nearest edge of the construction site to the receptor building façade (i.e., Pointe At College Place Apartments to the north). At that distance, vibration levels would be up to 0.003 in/sec PPV. Vibration would not exceed 0.20 in/sec PPV. Therefore, impacts would be less than significant.

Table 21 Vibration Levels for Typical Construction Equipment

Equipment	FTA Reference Vibration Levels PPV (in/sec) at 25 feet	PPV (in/sec) at Pointe At College Place Apartments at 75 feet
Vibratory Roller	0.21	0.040
Large Bulldozer/Caisson Drilling[1]	0.089	0.017
Loaded Trucks	0.079	0.015
Jackhammer	0.035	0.007
Small Bulldozer	0.003	0.001

Source: FTA 2018.
[1] Assigned to Geopier impact foundation installation equipment.

Operational Vibration

Operation of the proposed project would not include any substantial long-term vibration sources. Thus, no significant vibration effects from operation of the proposed project would occur.

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. The nearest public airport is Fullerton Municipal Airport, approximately 5.2 miles west of the project site and the project site is outside of the 60 CNEL contour for the airport outlined by the Airport Environs Land Use Plan. The proposed project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

3.14 POPULATION AND HOUSING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

3. Environmental Analysis

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 develop 420 units (1,251 beds) and construct 12,438 square feet of neighborhood-supporting commercial space on the ground floor.

Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

Operation

Population

The proposed project would construct 420 units (1,251 beds), which would result in the generation of 1,251 residents. When compared to the 2021 estimated population of 139,431, the proposed project would result in an approximately 0.90 percent increase in Fullerton's population (DOF 2021).

SCAG projects population growth in its member cities as part of its RTP/SCS. The projections show an estimated 2045 population of 158,300, an increase of 18,869 residents from the 2021 Department of Finance (DOF) estimated population (SCAG 2021). The potential 1,251 residents would make up approximately 6.6 percent of the projected 25-year increase for the city based on the SCAG RTP/SCS. The SCAG projections estimate a 2020 population for the city of 145,700, which is 6,269 population more than the DOF's current population estimate for 2021 of 139,431 (SCAG 2016). If the project population, which assumes all proposed residents would be new to the city, is added to the 2021 DOF population, the resulting estimated population of 140,682 remains below the SCAG 2020 projection of 145,700. Therefore, since the City's population estimate in 2021 with the proposed project is less than the SCAG's 2020 projection, the projected population growth is less than the regionally anticipated population growth, and impacts would less than significant.

The Fullerton Plan indicated that there were 135,314 residents in 2010, and that the population would increase to 165,303 by buildout year of 2030, an increase of approximately 22 percent. A population increase of 22 percent in 20 years would represent about 1.1 percent annual population increase—with an estimated population of 151,687 in 2021. This estimated population extrapolated from The Fullerton Plan is 12,256 more than the current DOF's population estimate for 2021. Therefore, an increase of 1,251 residents from the proposed project would not exceed the population increase anticipated by The Fullerton Plan, and population impact would be less than significant.

Because the projected increase in population from the proposed project is less than the regionally and locally anticipated population growth, the impact to population is considered less than significant.

Employment

Moreover, the proposed project would add 12,438 square feet of neighborhood-supporting commercial space on the ground floor and would create approximately 31 employees. When compared to the citywide 2020 estimated employment of 61,200 employees, the proposed project would result in an approximately 0.051 percent increase in employees in the city (EDD 2021).

The SCAG 2045 estimated employment for the City of Fullerton is 85,400, which is an increase of 24,200 employees from EDD's 2020 estimated employment of 61,200 employees. The potential 31 new employees of the proposed project would compose 0.13 percent of the projected 25-year increase for the city based on the SCAG RTP/SCS. If the project employment is added to the existing employment estimate, the resulting estimated employment of 61,231 remains below SCAG's 2020 employment projection of 78,000. Therefore, impacts would be less than significant.

Housing

The proposed project would increase housing in the city by 420 units (1,251 beds). The SCAG housing unit estimate for 2020 is 46,360 units (SCAG 2016).[6] The new 420 units would increase housing in the city by 0.91 percent and would represent 10.8 percent of the city's forecast housing growth of 3,895 units from 2020 (46,360 units) to 2045 (50,255 units) (SCAG 2016, 2020). The proposed project would be within SCAG's projected housing growth estimate. Moreover, California has a shortage of housing. In 2019, Governor Newsom signed several bills to address the need for more housing, including the Housing Crisis Act of 2019 (Senate Bill 330). The 6th cycle Regional Housing Needs Assessment (RHNA) allocation for the city is 13,209 units. The proposed project addresses the need for additional housing in the city and also contributes to fulfilling the city RHNA allocation goal. Housing impacts would be less than significant.

Jobs-Housing Balance

A project's effect on the jobs-housing balance is an indicator of how it will affect growth and quality of life in the project area. The city's current jobs-housing ratio is 1.32 jobs per dwelling unit; with the addition of the proposed project, the jobs-housing ratio would be reduced to 1.31 jobs per dwelling unit. However, the decrease in the jobs-housing ratio from the proposed project would continue to be favorable from a planning perspective because the project would provide more housing and jobs in the city. Moreover, the proposed project would promote a more balanced development pattern by providing the needed housing within walking distance from nearby colleges, reducing VMT. Therefore, 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 project site is currently developed with office uses. The proposed project would introduce residential and commercial uses to the site. The proposed project would neither displace people nor housing, and therefore, no replacement housing is needed. No impact would occur.

[6] Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent. The 2020 household estimate is 48,800; the 2045 household estimate is 52,900.

3.15 PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though potentially significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures.

COA 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.

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. The Fullerton Fire Department (FFD) provides fire protection services to the project site. FFD has automatic aid agreement with Anaheim Fire to the south, Brea and Los Angeles County Fire Department to the north, and Orange County Fire Authority to the west; this means that when FFD engines are busy on call, dispatch would automatically find the closest available engine in the county to

respond to the emergency. The City has a shared fire command program with the City of Brea and shares command staff with the City of Brea. Implementation of the proposed project would result in increased development density at the project site, which would result in additional demands on fire protection services.

There are six fire stations in Fullerton. The closest stations to the project area, most likely the first to respond in an emergency, are Station #5 at 2555 E. Yorba Linda Boulevard and Station #3 at 700 S. Acacia Avenue, approximately one mile to the north and southwest, respectively. According to the City of Fullerton Annual Budget 2020–2021, FFD currently staffs 87 full-time personnel, which includes a fire chief, a division chief, a fire marshal, a battalion chief, 18 fire captains, 18 fire engineers, 36 firefighters, and other various specialized and administrative supporting staff (Fullerton 2021c).

Implementation of the proposed project would increase development density within the project site, therefore may increase demands for fire protection services compared to existing conditions with office buildings. The FMC states that every operational permit issued pursuant to Section 13.20.50 of the FMC requires a permit fee payment to the FFD in an amount established by resolution of the City Council. New developments would also be required to pay the standard taxes that would go toward the City's General Fund, which is FFD's main source of funding. Therefore, development of residential units with ground-floor retail would provide revenue from property tax and sales tax to add to the General Fund, which could be used by the FPD for improvements, maintenance, and addition of fire stations and resources as fire service demands increase. Additionally, the proposed project would be required to adhere to building and fire codes prior to approval of development plan and reviewed by FFD to ensure compliance with all requirements, including regulations based on construction materials, emergency vehicle access, fire sprinklers and extinguishers, fire hazards, etc. The FFD 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. Therefore, implementation of the proposed project would not result in a substantial adverse physical impact associated with provision of new or physically altered fire protection facilities which could cause significant environmental impacts.

b) Police protection?

Less Than Significant Impact. Police services to the project site is provided by the Fullerton Police Department (FPD). The FPD operates from one station at 237 W. Commonwealth Avenue, approximately 2.5 miles west of the project site. The FPD has 203 employees—140 sworn officers and 63 nonsworn support professional staff positions (Fullerton 2021c). The industry standard ratio is 1 officer per 1,000 residents, so using the city's 2021 population of 139,431, FPD's current service ratio meets the industry standard of 1 officer per 1,000. The City participates in a mutual aid program with all Orange County law enforcement agencies and provides back-up assistance to or is assisted by the cities of Anaheim, Buena Park, Brea, La Habra, and Placentia. Implementation of the proposed project would increase development density within the project site, and therefore increase demands for police protection services. However, The Fullerton Plan includes policies and actions to ensure adequate resources are available to respond to the increased demand. Some of The Fullerton Plan policies that respond to increased police demands in the city are:

- **P11.4:** Support policies, projects, programs, and regulations that utilize innovative policing and crime prevention techniques to improve the safety of neighborhoods and districts, such as evidence-based policing, community-based policing, and Crime Prevention Through Environmental Design (CPTED).

- **P12.10:** Support policies and programs that involve the community in supporting informal monitoring, participating in legitimate activities, and building a sense of ownership and control over neighborhoods.

- **P12.12:** Support policies, programs, and regulations that implement crime prevention strategies that have demonstrated success, including Crime Prevention Through Environmental Design (CPTED); Crime-Free Multi-Housing; Business Watch; Neighborhood Watch; iWatch; and other similar strategies.

- **P13.2:** Support policies and programs that ensure adequate resources are available in all areas of the City to respond to health, fire, and police emergencies.

Funding for staff, facilities, and equipment for police services come primarily from the City's General Funds. Development of residential units with ground-floor retail would provide revenue from property tax and sales tax to add to the General Funds, which could be used by the FPD. The FPD has reviewed and conditionally approved the project site plans to ensure that adequate emergency access is provided in addition to other CPTED security measures such as controlled access, security cameras and lighting. It is standard practice for FPD to regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve the project site. The proposed project would not require the construction of new or alteration of existing police facilities, which could result in significant environmental impacts. Impacts would be less than significant.

c) Schools?

Less Than Significant Impact. The proposed project would construct student-oriented residential housing consisting of 420 units (1,251 beds) with 12,438 square feet of neighborhood-supporting commercial space on the ground floor. The proposed project would result in the generation of 1,282 residents and employees (1,251 residents and 31 employees). The project is within the boundaries of the Fullerton School District (FSD) for k–8 students and the Fullerton Joint Union High School District (FJUHSD) for grades 9–12 students. The following schools would serve the proposed project:

- **Commonwealth Elementary School**, 2200 E Commonwealth Ave, Fullerton, CA 92831, is approximately 0.5 miles to the southwest of the project site, with an average enrollment of 361 students (5-year average), and current enrollment of 298 students (2020-2021) (CDE 2021).

- **Ladera Vista Jr. High School**, 1700 E Wilshire Ave, Fullerton, CA 92831, is approximately 0.6 miles to the southwest of the project site, with an average enrollment of 956 students (5-year average) and current enrollment of 915 students (2020-2021) (CDE 2021).

- **Troy High School**, 2200 East Dorothy Lane, Fullerton, CA 92831, is approximately 0.5-mile northwest of the project site, with an average enrollment of 2,634 students (5-year average) and current enrollment of 2,577 students (2020-2021) (CDE 2021).

According to the FJUHSD, Troy High School has the capacity to accommodate an increase in enrollment. Commonwealth Elementary School and Ladera Vista Jr. High School have been experiencing a decline in enrollment for the past three years. Commonwealth Elementary School's enrollment decreased from 393 students to 298 students, and Ladera Vista Jr. High School's enrollment decreased from 966 students to 915 students in the 2017-2018 to 2020-2021 school years. The district-wide enrollment for FSD declined from 13,307 students in 2017-2018 school year to 12,141 students in 2020-2021 school year. The district-wide enrollment for FJUHSD also declined from 13,901 students in 2017-2018 school year to 13,473 students in 2020-2021 school year. Therefore, FSD and FJUHSD have adequate capacities to accommodate increase in school enrollment from development of 420 multi-family units. Moreover, considering that the proposed project is a student-oriented housing development that be rented by the bed, the proposed project would not house traditional families with school-aged children. Therefore, the proposed project would not directly increase school enrollments in the city. The FJUHSD Board of Education has adopted a fee program. The current school fees are $4.08 per square foot for residential uses and $0.66 per square foot for commercial and industrial uses (FJUHSD 2021). The fees are split between the FJUHSD and the FSD—66.6 percent for FSD and 33.3 percent for the FJUHSD. Although the proposed project would not result in increased demands for schools, the payment of school impact fees would be required. Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to school facilities. Therefore, project implementation would not impact the project-serving schools. Impacts would be less than significant.

d) Parks?

Less Than Significant Impact. According to the City's General Plan EIR, there are approximately 640.41 acres of public parkland (Fullerton 2012a). The City's standard is to provide 4 acres of parkland per 1,000 residents (Fullerton 2012a). Therefore, based on the current population of 139,431 residents (DOF 2021), the current parkland demand for the city is approximately 558 acres,[7] and the city has an excess of 82.41 acres of parkland. Conservatively assuming that all 1,251 residents are new to the city, the proposed project would generate the need for approximately 5 additional acres of parkland[8] in the city. Therefore, even with the implementation of the proposed project, the city would still have excess parkland, and impacts would be less than significant. The project applicant would also be required to pay park fees in compliance with FMC Section 21.12 to implement the goals and policies of the Resource Management Element of The Fullerton Plan. Park fees are imposed to all dwelling units and used for the acquisition, development, improvements, and maintenance of public parks and recreation facilities in the city as proposed by the City's Five Year Capital Improvement Program. Therefore, project implementation would result in a less than significant impact because the city exceeds the minimum standard for parkland and would be required to pay park fees.

e) Other public facilities?

Less Than Significant Impact. The Fullerton Public Library is approximately 2.7 miles to the west of the project site. While the proposed project may increase the use of library facilities, the Fullerton Public Library provides a wide range of electronic and digitized resources that do not require physical library space. Moreover,

[7] 139,431 residents x 0.004 acres = 557.7 acres

[8] 4 acres / 1,000 residents = 0.004 acres
1,251 residents x 0.004 acres = 5.004 acres (demand)

the library resources in the project area are supported by nearby libraries at colleges and educational institutions. The majority of the residents that would be generated by the proposed project would be college students attending CSUF and HIU would have access to each school's library resources in addition to those offered by Fullerton Public Library. Funding for library services comes primarily from the City's General Fund as well as library fines and fees collected from patrons, and state, federal, or government aid. As development occurs, property tax revenue should grow proportionally. Additionally, access to online resources, including eBooks and audiobooks, are available on the Fullerton Public Library website. Therefore, the proposed project is not anticipated to result in construction or expansion of new library facilities. The proposed project would not have a substantial impact associated with the provision of new or physically altered governmental facilities, and the Fullerton Public Library would be able to continue serving the city's noncollege population; impacts would be less than significant.

3.16 RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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?			X	
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?			X	

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 includes 39,228 square feet of outdoor open spaces such as plazas, courtyards, and outdoor dining plazas and 19,648 square feet of common recreational amenities, for a total of 58,876 square feet of common open space. Additionally, 13,150 square feet of private open space including balconies and 9 ground level patios. The Specific Plan would require a minimum open space standard of 20 percent of the total lot area, requiring a total combined common and private open space of 30,928 square feet[9]. Therefore, with a combined total of 72,026 square feet of common and private recreational open space, the proposed project would exceed the minimum open space standard for the Specific Plan and provide adequate recreational spaces on-site for the tenants gather and enjoy, so that the use of existing neighborhood and regional parks or other off-site recreational facilities are minimized. The proposed project is intended as student-oriented housing for the surrounding CSUF and HIU, which provide various athletic and recreational facilities for students. Unlike residential units that serve typical families, student-oriented units rented by beds

[9] Gross site area of 154,638 SF (3.55 AC) x 20% = 30,927.6 SF

are not anticipated to create the same demands for parks and open space as a typical multi-family residential development rented by unit. Students would likely to use the open space and recreational amenities offered by the colleges and universities they attend. Additionally, as discussed in Section 3.15(d), conservatively, the proposed project would create a demand for approximately five acres of parkland, and the City of Fullerton has an excess supply of approximately 82 acres based the City's standard of 4 acres per 1,000 residents. The nearest public park from the project site is Chapman Park, approximately 0.25 miles to the south, and the Fullerton Arboretum is approximately 0.65 miles to the north in the City of Fullerton. Craig Regional Park, approximately 1.5 miles north of the project site, can be reached by existing bike facilities from the project site. Although the future tenants may visit and use these nearby parks, it is anticipated that increased use would be minimal since the proposed project would provide various gathering spaces and common and private open space on-site. Other parks in the project vicinity include the Santa Fe Park and Kraemer Memorial Park in the City of Placentia, approximately 0.4 miles to the southeast and 0.45 miles to the east, respectively. It is not anticipated that a large number of residents from the proposed project would use these parks in Placentia regularly to cause substantial physical deterioration of the facility. Therefore, with the implementation of the proposed project, the city would continue to exceed the minimum parkland standard, and the proposed project would not result in substantial physical deterioration of existing recreational facilities. Impacts of the proposed project 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 includes a total 79,965 square feet of common and private recreational open space. As discussed in this Initial Study, the proposed project would not result in adverse physical effect on the environment. Section 3.3, *Air Quality,* evaluated operational air quality impacts that included barbeque grills and fire pits on the roof deck, and 3.13, *Noise,* evaluated noise impacts from the roof deck with a pool, and determined that impacts would be less than significant. Therefore, a less than significant impact would occur.

3.17 TRANSPORTATION

The analysis in this section is based in part on the following:

- *Hub Fullerton* Draft Transportation Impact Assessment Fehr and Peers, June 2021 (Revised August 2021) (Appendix M).

A complete copy of the report is included in Appendix M.

3. Environmental Analysis

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates are created for the daily condition and for the peak one-hour period during the morning and evening commute when traffic volumes on the adjacent streets are typically the highest. Given the student housing nature of the proposed project and the project's location relative to CSUF, the total number of vehicle trips were reduced due to the anticipation of walking/biking trips to/from CSUF and HIU.

Project trip generation was estimated using the Fehr and Peers trip generation tool, MainStreet. MainStreet uses rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th edition. ITE trip generation rates for Multi-Family Residential (ITE Code 221) were used for the residential use, and ITE trip generation rates for Shopping Center (ITE Code 820) were used for the retail uses of the proposed project. MainStreet also incorporates information such as local land use and the built-out environment surrounding the project site to apply appropriate reductions to the project's trip generation. These reductions include internal site capture and shift to active transportation modes. A reduction was also applied to the daily traffic volumes to account for the limited parking supply offered by the proposed project. The Specific Plan would include parking standards of 0.64 space per unit and 0.13 space per unit for residential guest spaces. This indicates that fewer residents will own and drive a vehicle on a daily basis, as such, the limited parking reduction was applied. The project trip generation is provided in Table 22. As shown, the proposed project is expected to generate approximately 1,730 weekday vehicle trips, including approximately 124 AM peak hour and 176 PM peak hour trips.

Table 22 Proposed Project Vehicle Trip Generation Estimates

Use	Size	Daily	Trip Generation					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential								
Multi-Family Mid Rise (ITE 221)[1]	420 DUs	2,285	39	112	151	113	72	185
MXD+ Reductions[3]		(574)	(9)	(28)	(37)	(27)	(17)	(44)
Limited Parking Supply		(274)						
Residential Subtotal		1,437	30	84	114	86	55	141
Retail								
Shopping Center (ITE 820)[2]	12.4 KSF	467	7	5	12	23	24	47
MXD+ Reductions		(115)	(1)	(1)	(2)	(6)	(6)	(12)
Limited Parking Supply		(56)						
Retail Subtotal		293	6	4	10	17	18	35
Total		1,730	36	88	124	103	73	176

Source: Trip Generation Manual 10th Edition (ITE 2017), Fehr & Peers 2021.
Notes:
KSF = thousand square feet
[1] ITE land use category 221 – Multi Family Mid Rise (Adj Streets):
Saturday Daily: (T) = 4.91 (X)
Sunday Daily: (T) = 4.09 (X)
Weekday Daily: (T) = 5.44 (X)
AM Peak Hour: T = 0.36 (X); Enter = 26%; Exit = 74%
PM Peak Hour: T = 0.44 (X); Enter = 61%; Exit = 39%
[2] ITE land use category 820 – Shopping Center (Adj Streets):
Saturday Daily: (T) = 46.12 (X)
Sunday Daily: (T) = 21.1 (X)
Weekday Daily: (T) = 37.75 (X)
AM Peak Hour: T = 0.94 (X); Enter = 62%; Exit = 38%
PM Peak Hour: T = 3.81 (X); Enter = 48%; Exit = 52%
[3] MXD+ refers to a custom tool developed by Fehr & Peers that utilizes research from two major studies to more accurately predict vehicle trip generation from mixed use development. This tool accounts for key relationships between the mode of travel and the built environment.

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.

Existing Transportation System

Roadways

The following discusses the roadways that would provide access to the site.

State Route 57 (SR-57) is a north-south freeway. In the study area, the facility is a six-lane freeway in the northbound direction and a five-lane freeway in the southbound direction. Both directions have a single High-Occupancy Vehicle (HOV) lane. Ramp interchanges near the project site at Nutwood Avenue and E. Chapman Avenue are signalized and operated by the California Department of Transportation (Caltrans).

E. Chapman Avenue is an east-west roadway which borders the project site to the south. Adjacent to the project site, the roadway provides two travel lanes in the eastbound direction and three travel lanes in the westbound direction. The posted speed limit is 40 miles per hour (mph). No on-street parking is permitted. A sidewalk is provided only on the northern side of the roadway. No bike facilities are present along the segment of E. Chapman Avenue through the study area. Midblock unsignalized intersections along the roadway segment have designated left turn pockets with U-turns allowed.

N. Commonwealth Avenue is a north-south roadway. The roadway provides two lanes of travel in both directions. The posted speed limit is 30 mph. Limited on street parking is available southbound on the roadway south of College Place. Sidewalks and Class II bikeway facilities are present on both sides of the roadway. Midblock unsignalized intersections along this segment have designated left turn pockets with U-turns allowed.

Nutwood Avenue is an east-west roadway located north of the project site. The roadway provides three travel lanes in westbound direction and two travel lanes in the eastbound direction west of SR-57. West of N. Commonwealth Avenue, the eastbound direction provides an additional travel lane. The posted speed limit is 30 mph. No on-street parking is permitted on either side of the roadway segment, sidewalks are located on both sides of the roadway segment, and no bikeway facilities are present. Midblock unsignalized intersections along this segment have designated left turn pockets with U-turns allowed.

State College Boulevard is a north-south roadway located west of the project site. The roadway provides three travel lanes in each direction. The posted speed limit is 40 mph. No on-street parking is permitted on either side of the roadway segment, sidewalks are located on both sides of the roadway segment, and no bikeway facilities are present. There is a shared two-way left turn lane, and signalized intersections have designated left turn pockets.

Pedestrian and Bicycle Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multiuse trails. Sidewalks are provided on N. Commonwealth Avenue and E. Chapman Avenue along the project site frontage, and striped crosswalks and pedestrian push-button actuated signals are provided at the signalized intersection of N. Commonwealth Avenue and E. Chapman Avenue. Signalized intersections on Nutwood Avenue near the project site have highly visible crosswalk striping and pedestrian push-button actuated signals.

N. Commonwealth Avenue is a Class II bike lane and provides bike lanes in both directions. Class II bike lane refers a designated bike lane marked by striping, pavement legends, and signs. There are no other bike lanes in the project vicinity.

Transit Service

Transit service in the project area is offered by Orange County Transportation Authority (OCTA), Metrolink, and Amtrak.

Orange County Transportation Authority

OCTA provides public transportation service throughout Orange County, California. OCTA bus routes within a half mile of the project site include:

- **Route 26 (Fullerton to Yorba Linda)** runs daily between approximately 7:00 am and 7:30 pm with headways[10] of about 45 minutes. There is an existing bus stop for Route 26 on N. Commonwealth Avenue along the project frontage. Prior to COVID-19, Route 26 operated with 15-minute headways during peak commute hours on weekdays.

- **Route 57 (Brea to Newport Beach)** runs Monday through Saturday between approximately 3:55 am and 2:00 am with variable headways of about 15 to 70 minutes. During peak commute hours, it operates with 15-minute headways. On Sundays and holidays, it runs between approximately 4:00 am and 2:00 am with variable headways of about 15 to 70 minutes.

- **Route 123 (Anaheim to Huntington Beach)** runs weekdays between approximately 5:30 am and 10:00 pm with headways of about 60 minutes. Route 123 does not operate on the weekend.

- **Route 153 (Brea to Anaheim)** runs Monday through Saturday between approximately 6:00 am and 8:45 pm with headways of about 60 minutes. On Sundays, it runs between approximately 7:00 am and 7:45 pm with headways of about 60 minutes.

Metrolink and Amtrak Rail Service

Metrolink and Amtrak service the study area at the Fullerton Station, which is approximately 2.5 miles from the project site. OCTA Route 26 connects to the Fullerton Station.

Metrolink Orange County Line

Metrolink provides regional rail service in the greater Los Angeles region. The Orange County line runs from Oceanside to Los Angeles between approximately 4:35 am and 11:55 pm on weekdays and between approximately 8:15 am and 8:00 pm on weekends. On weekdays, the Orange County line stops at the Fullerton Station between approximately 4:45 am and 10:30 pm with variable headways of about 15 to 90 minutes. On weekends, the Orange County line stops at the Fullerton Station between approximately 9:15 am and 7:00 pm with variable headways of about 120 to 130 minutes.

Amtrak Pacific Surfliner

Amtrak provides rail service though California and other states. The Pacific Surfliner line that overlaps the Metrolink Orange County line runs daily between approximately 4:10 am and 12:10 am. The Pacific Surfliner stops at the Fullerton Station on weekdays between approximately 6:10 am and 11:10 pm with variable headways of about 45 to 125 minutes. The Pacific Surfliner stops at the Fullerton Station on weekends between approximately 6:35 am and 11:10 pm with variable headways of about 45 to 125 minutes.

The Fullerton Plan Consistency

Mobility Element

The city's transportation network near the project site includes roadways, pedestrian and bicycle facilities, and bus and rail transit systems. The Fullerton Plan's Mobility Element (Chapter 4 in the Fullerton Built

[10] Headway is the amount of time between vehicle arrival at a stop.

3. Environmental Analysis

Environment) seeks to provide a multimodal transportation system that safely and efficiently serves residents, businesses, and visitors, and provides access to neighborhood, community, and regional centers. The policies of the Mobility Element that are applicable to the proposed project are as follows:

- **P5.6 Quality Highways and Roads:** Support projects, programs, policies and regulations to operate and maintain a comprehensive network of arterial highways and local roads supporting safe and efficient movement of people, goods and services to, through and within the City.

- **P5.7 Complete Streets:** Support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City.

- **P5.8 Maximization of Person-Trips:** Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips.

- **P5.9 Coordination with Schools:** Support projects, programs, policies and regulations to improve – in coordination with the school districts – alternatives to the motorized transport of students by parents to and from school.

- **P5.11 Integrated Land Use and Transportation:** Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation.

- **P5.12 Multi-Modal Traffic Analysis:** Support programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from the points of view of automobile drivers, transit passengers, bicyclists and pedestrians rather than autocentric thresholds which conflict with other policies of The Fullerton Plan including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space.

- **P5.14 Fair Share of Improvements:** Support policies and regulations which require new development to pay a fair share of needed transportation improvements based on a project's impacts to the multi-modal transportation network.

The proposed project would be consistent with the City's Mobility Element policies because the project would provide high-density, student-oriented housing in a transit priority area where there are bus stops within a half-mile walk; Metrolink and Amtrak rail service at the Fullerton Station, approximately 2.5 miles from the project site, where OCTA Route 26 connects; and sidewalks and Class II bike lanes within the project area. A housing development in an area supported by a multimodal transportation network meets the needs of the surrounding institutional land uses. The project location and development type would encourage use of transit and active transportation, and providing retail and bicycle parking and neighborhood-supporting commercial space on the ground floor would reduce reliance on motorized transportation and reduce dependency on single occupancy

vehicles. The project applicant will also be required to pay a fair share contribution toward needed transportation improvements if impacts are identified. Therefore, the proposed project would not conflict with the City's Mobility Element.

Bicycle Element

The purpose of the Fullerton Plan's Bicycle Element (Chapter 5 of Fullerton Built Environment) is to provide Fullerton with a plan, as well as goals, policies, and actions, designed to meet the needs of commuter and recreational bicyclists of all abilities and provide safe connectivity to and between activity centers such as schools, transportation centers, open space/parks, residential neighborhoods, and commercial areas within the city, and with adjoining jurisdictions. The policies of the Bicycle Element that are applicable to the proposed project are as follows:

- **P6.3 Bicycle Transportation Plan:** Support projects, programs and policies to maintain and update as necessary a Bicycle Transportation Plan prepared and approved pursuant to the California Streets and Highways Code to maintain eligibility for funding for State Bicycle Transportation Account funds.
- **P6.4 Bicyclist Use on All Streets:** Support projects, programs, policies and regulations to recognize that every street in Fullerton is a street that a bicyclist can use.
- **P6.5 Bicycling Safety and Convenience:** Support projects, programs, policies and regulations that make bicycling safer and more convenient for all types of bicyclists.
- **P6.6 Safe Travel to Key Destinations:** Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and the larger region.
- **P6.7 Development Projects:** Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects.
- **P6.8 Multi-Tiered Bicycle Network:** Support projects, programs, policies and regulations to develop a multi-tiered network of bicycle travel options that consider traffic volumes and rider experience; and which recognizes that all streets should be safe for bicycling.
- **P6.9 Intersection Safety:** Support projects, programs, policies, and regulations to support the safe and efficient movement of bicyclists through and across intersections.
- **P6.10 Bicyclist Education:** Support projects and programs in conjunction with local bike shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- **P6.11 Neighborhood and Focus Area Connections:** Support projects, programs, policies and regulations to connect neighborhoods via a multimodal network to each other, and to and through the City's Focus Areas.

- **P6.12 Bicycle Parking and Facilities:** Support projects, programs, policies, and regulations to provide convenient bicycle parking and other bicycle facilities in existing and potential high demand locations within the City, such as educational institutions, parks, business districts, transit stops, retail, commercial and employment centers.

The proposed project would be consistent with the Bicycle Element polices because the proposed project would not remove or interfere with the existing or planned bicycle facilities in the area. N. Commonwealth Avenue adjacent to the project site has the only existing designated bike lane in the project vicinity, and this lane connects to the CSUF routes and Class I Bike path within the CSUF campus. Therefore, the proposed project encourages ridership among future residents of the proposed development that attend CSUF. Additionally, Class III bike routes are proposed on E. Chapman Avenue from east of N. Commonwealth Avenue to Placentia Avenue and on Nutwood Avenue from Placentia Avenue to Victoria Drive, which would connect to other areas in the city. The proposed bicycle parking on the ground floor would provide safe storage option for bicyclists, further encouraging bicycle ridership. Therefore, the proposed project would not conflict with local plans addressing bicycle facilities.

SCAG Connect SoCal Consistency

The proposed project is consistent with the 2020-2045 SCAG RTP/SCS, Connect SoCal. Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Although the proposed project would require a general plan amendment and a zone change, growth resulting from the proposed project would not exceed the growth anticipated for its Traffic Analysis Zone in the Orange County Transportation Analysis Model (OCTAM), version 5.0. The land use assumption in OCTAM reflects the 2020 SCAG RTP/SCS. The proposed project is therefore considered consistent with land use projections produced by SCAG within the current RTP/SCS. Furthermore, the proposed project would provide high-density student-oriented housing in a transit priority area where there are bus stops within a half-mile of the project site that have 15-minute headways during weekday peak commute hours. Bus stops for OCTA Route 57 are located within a half-mile of the project site, and this route has 15-minute headways during weekday peak commute hours. Prior to COVID-19, Route 26 also operated with 15-minute headways during peak commute hours on weekdays. With the reopening of all on-campus facilities and other nearby offices and retail centers, it is expected that Route 26 will increase service by opening year. Metrolink and Amtrak rail service are also provided at Fullerton Station, which is approximately 2.5 miles from the project site, and OCTA Route 26 connects the project site to Fullerton Station. The project location and development type would encourage use of transit and active transportation, and providing retail and bicycle parking on the ground floor would further reduce dependency on single occupancy vehicles. Therefore, the proposed project would minimize air quality and GHG emissions impacts, balancing student housing needs with environmental and public health goals. Therefore, consistent with SCAG's RTP/SCS, Connect SoCal, impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. The City of Fullerton Transportation Assessment Policies and Procedures (TAPP) include the following criteria to identify if there is a potential significant impact under CEQA as determined by the VMT analysis.

A VMT analysis shall be required for a proposed project that does not meet any of the following criteria:

- Located in a Transit Priority Area.
- Located in a Low VMT-generating area.
- Project type is presumed to have a less than significant impact.

If a project meets any of the above screening criteria, no further analysis for VMT is needed.

The TAPP identifies that the NOCC+ spreadsheet tool is to be used to test the potential for VMT screening. NOCC+ is a spreadsheet tool developed in collaborative effort by the Cities of Fullerton, La Habra, Brea, Buena Park, Orange, Placentia, and Yorba Linda for the use of these cities in identifying projects that could be considered for screening from project-generated VMT impacts. City staff used this tool and determined that the proposed project is eligible for screening from VMT assessment.

The NOCC+ spreadsheet tool identified the project site as being within a Transit Priority Area (TPA), or a half-mile from high-quality transit. High-quality transit is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Bus stops for OCTA Route 57 are located within a half-mile of the project site, and this route has 15-minute headways during weekday peak commute hours. Prior to COVID-19, Route 26 also operated with 15-minute headways during peak commute hours on weekdays. With the reopening of all on-campus facilities and other nearby offices and retail centers, it is expected that Route 26 will increase service by opening year.

As specified in the City's Guidelines and within the NOCC+ tool, projects in a TPA should *not* have any of the following characteristics to be eligible for screening:

1. Has a floor area ratio (FAR) of less than 0.75.
2. Includes more parking for use by residents, customers, or employees of the project than required by the City.
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from [SCAG]).
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The above-listed requirements for the proposed project are documented in Table 23, *TPA Screening Review*. Therefore, based on the review of the VMT screening criteria, the proposed project is screened from further VMT analysis, and impacts would be less than significant.

Table 23 TPA Screening Review

Criteria	Project Eligibility
Project is located within a half-mile a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.	OCTA Route 57 is located within a half mile of the project site and has 15-minute headways during weekday peak commute hours.
Has a Floor Area Ratio (FAR) of less than 0.75;	The project site is 3.55 acres (154,638 square feet). The total proposed building floor area (without the parking garage and exterior amenities) is 483,957 square feet. This results in a FAR of over 3.0 (3.13), which is greater than 0.75.
Does not include more parking for use by residents, customers, or employees of the project than required by the City;	The project includes 376 vehicle parking stalls. This is less parking than is required for a building of this size that includes multifamily apartments and retail per the City of Fullerton Municipal Code.
Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency)	While the proposed project does require a general plan amendment and zoning code amendment, the land use assumption in OCTAM version 5.0 reflects the 2020 SCAG RTP/SCS. The Traffic Analysis Zone where the project is located was reviewed, and the land use growth in that zone did not exceed the growth proposed by the project. The project is therefore considered consistent with land use projections produced by SCAG within the current RTP/SCS.
Does not replaces affordable residential units with a smaller number of moderate- or high-income residential units.	No affordable residential units are replaced by the project.

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. The proposed project would not increase traffic hazards due to a geometric design feature. The proposed project would provide one vehicle access on E. Chapman Avenue and one on N. Commonwealth Avenue; the location of the access driveways are generally at the same location as the existing access driveways, and there are no sharp curves. The access driveways would be designed to meet the City's standards and specifications. Sidewalks are provided on N. Commonwealth Avenue and E. Chapman Avenue along the project site frontage, and the proposed project would not affect the existing sidewalks resulting in safety hazards. The proposed project would allow for increased walking and biking trips around the project site to nearby colleges. However, considering the current over 400 pedestrians crossing Nutwood Avenue at the intersection with N. Commonwealth Avenue in the am and pm peak hours, the increase would be a small increase. The existing sidewalk and bike lane adjacent to the project site would not be impacted by the proposed project and the increase bicycle and pedestrian trips in the study area would not degrade the performance or safety of existing and planned facilities The proposed residential uses are compatible with the other surrounding residential and institutional uses and would not create hazardous roadway conditions. Therefore, the proposed project would not result in a geometric design hazard and impacts would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. The factors that determine whether a project has sufficient access for emergency vehicles include: 1) number of access points (both public and emergency access only); 2) width of access points; and 3) width of internal roadways. Based on the 2019 California Fire Code, multiple family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire

apparatus access roads. And where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. The proposed project would provide two right-in and right-out driveways, from E. Chapman Avenue and N. Commonwealth Avenue. Both access points would provide at least 20 feet of space for emergency vehicle access on site as required by the California Fire Code in addition to the access provided from E. Chapman Avenue and N. Commonwealth Avenue. The project access would be required to meet the FFD's standards and turning radii to accommodate emergency vehicles. Therefore, the proposed project would provide adequate emergency vehicle access, and impacts would be less than significant.

3.18 TRIBAL CULTURAL RESOURCES

The analysis in this section is based in part on the following:

- *Native American Heritage Commission Sacred Lands File Search,* Native American Heritage Commission, March 24, 2021 (Appendix E)

A complete copy of the search result is included in Appendix E.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:				
i) 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			**X**	
ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			**X**	

3. Environmental Analysis

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though potentially significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures. Modifications to the mitigation text are shown in underlined text for additions and ~~strikeout~~ for deletions.

COA CR-3 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, t~~The project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor from (or approved by) the Gabrieleno Band of Mission Indians – Kizh Nation), 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)~~. 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.

COA CR-4 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.

a) 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:

i) 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

No Impact. The project site is currently developed with office buildings, a surface parking lot, and ornamental landscaping. The NAHC's Sacred Lands File record search found no record of tribal resources on the project site. Additionally, as stated in Section 3.5.a, there are no historic resources on-site. Therefore, no impact would occur.

ii) 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. On March 25, 2021 the City notified via certified mail and email 16 tribes on the Native American Heritage Commission's Tribal Consultation List for Orange County about the proposed project pursuant to SB 18. On March 25, 2021, the City also sent consultation request letter to four tribes who previously notified and provided information under AB 52. The tribes had 90 days to respond under SB 18, and 30 days to respond under AB 52.

One tribe responded—the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). On March 26, 2021, the Kizh Nation requested consultation with the City pursuant to SB 18 and AB 52. On May 27, 2021, per the request of Kizh Nation, a consultation meeting was scheduled for July 8, 2021. However, on June 21, 2021, the Kizh Nation requested to reschedule the meeting to July 21, 2021, and the City agreed. And on July 19, 2021, the Kizh Nation requested that the communication takes place electronically and cancel the meeting. The City agreed and sent the pertinent soil boring locations and boring log data describing the earth materials beneath the project site.

On August 16, 2021, the Kizh Nation provided pertinent tribal archive information indicating that the project site is located within and around the Gabrieleno community of Hutukngna, which is now known as the City of Fullerton. The Kizh Nation stated that the project site and its surrounding area are adjacent to sacred water courses and major traditional trade routes; therefore, stated that there is a high potential to impact tribal cultural resources present within the soil from the thousands of years of prehistoric activities that occurred within and around the tribal cultural landscapes. The Kizh Nation expressed their concern with specific subsurface ground disturbance activities that have impacted and destroyed their tribal cultural resources in the past, and requested that the project applicant retain a Native American monitor from (or approved by) the Kizh Nation prior to the commencement of any ground-disturbing activity at all on- and off-site locations, where ground-disturbing activity includes, but is not limited to pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

While the potential for inadvertent discovery of tribal cultural resources exists, based on the records search, including the NAHC's Sacred Lands File record search that did not identify any archaeological or tribal cultural resources within the project site and a one-half mile radius of the project site, and previous disturbance associated with the project site and surroundings, the potential to uncover tribal cultural resources on the project site is low. Moreover, the proposed project would not involve active site excavation, because the building foundation would be installed by Geopier impact foundation system, not structures supported on spread footings or on mat foundation, which requires over-excavation. The project site and the native soils underneath the site have been previously disturbed with the office buildings' construction in the mid-1970s. Therefore, it is anticipated that the demolitions and site preparation would disturb surfaces and underlain artificial fill that have already been disturbed. With Geopier' impact foundation method that does not require excavation and eliminates soil spoils, the potential for discovering tribal

cultural resources would be minimal. Each Geopier is approximately 24-inch in diameter and would be installed approximately 8 feet deep, and this specialty foundation system allows no soils spoils as it displaces soils laterally, densifying and reinforcing soils. Therefore, if any buried resources are unearthed during ground-disturbing activities, a customary caution and a halt-work would ensure that adverse impacts to tribal resources do not occur. The recommended mitigation from the Kizh Nation that require tribal monitoring of all ground-disturbing activities would not be necessary. In the event that any evidence of cultural resources, including tribal cultural, is discovered, all work within the vicinity of the find will stop until a qualified Native American Tribal monitor from or approved by the Kizh Nation can assess the find and make recommendations. The Fullerton Plan's mitigation measures are applicable to the proposed project as standard conditions and COA CR-3 requires this customary halt-work measure.

State Health and Safety Code Section 7050.5 also requires that 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. The project applicant is required to comply with the Health and Safety Code Section 7050.5. The proposed project would result in less than significant impacts related to tribal cultural resources.

Once consultation is established, an MND cannot be adopted until consultation has concluded. Consultation is deemed concluded under these circumstances: 1) A tribe does not engage in the consultation process or provide comments; 2) consultation occurs in good faith, but fails to produce an agreement; and 3) consultation occurs and produces an agreement. The City is in the process of consulting with the Kizh Nation and an agreement has not been reached. Since the consultation has been established and 30 days have been passed, the lead agency can circulate the CEQA document prior to concluding the consultation.

3.19 UTILITIES AND SERVICE SYSTEMS

The analysis in this section is based in part on the following:

- Woodward & Curran. 2021, May 12. Technical Memorandum Re: Sewer Capacity Assessment for The Hub Development Project (Appendix N)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the waste water 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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Conditions of Approval

The Fullerton Plan Mitigation Measures

The following mitigation measures are from The Fullerton Plan EIR and will be implemented as COAs for the proposed project and included in the Mitigation Monitoring Program as standard conditions. Implementation of these COAs reduces the impacts identified in The Fullerton Plan even though significant project-specific impacts have not been found in this Initial Study. Where project-specific impacts have been found, the Initial Study incorporates appropriate mitigation measures.

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

COA WW-2 Prior to issuance of a building permit for any future development project, the project applicant shall provide evidence that the OCSD has sufficient transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.

Would the project:

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

Less Than Significant Impact. The following is a discussion of the proposed project's potential impacts on water facilities, wastewater treatment, storm water drainage, electric power infrastructure, natural gas facilities, and telecommunications infrastructure.

3. Environmental Analysis

Water Supply Facilities

The City of Fullerton Public Works Department Water Division is responsible for all aspects of the water system, including the upgrade and repair of infrastructure, and the overseeing of water production, conservation, water quality, and cross-connection prevention.

Water demand in the City's service area has been stable in the past decade, with an annual average of 26,098 acre-feet (af). Retail water demand within the City's service area decreased from an average of 27,903 af (from Fiscal Year [FY] 2010–2011 and FY 2014–2015) to an average of 24,294 af (from FY 2015–2016 to FY 2019–2020). All the water in the city is for potable use, and there is no recycled water use within the City's service area (Fullerton 2021a).

In the 2019–2020 fiscal year, the total water demand in the city was 23,799 af. The water demand projections for 2025 is 25,655 af and 27,671 af for 2040 (Fullerton 2021). The City works with two primary agencies—Metropolitan Water District of Southern California and Orange County Water District—to ensure a safe and reliable water supply that will continue to serve the community in periods of drought and shortage (Fullerton 2021). The sources of imported water supplies include water from the Colorado River and the State Water Project provided by Metropolitan Water District of Southern California. The City's main source of water supply is groundwater from the Orange County Groundwater Basin. Table 24, *Existing and Proposed Water Demand,* shows the water demands for the existing and proposed uses on-site.

Table 24 Existing and Proposed Water Demand

EXISTING					
Indoor[1]		Outdoor[2]		Total	
Gallons per day (gpd)	Acre feet per year (afy)	Gallons per day (gpd)	Acre feet per year (afy)	Gallons per day (gpd)	Acre feet per year (afy)
8,922	10	16,513	18.5	25,435	28.5
PROPOSED					
Indoor[1]		Outdoor[3]		Total	
Gallons per day (gpd)	Acre feet per year (afy)	Gallons per day (gpd)	Acre feet per year (afy)	Gallons per day (gpd)	Acre feet per year (afy)
104,056	116.6	426	0.48	104,481	117

[1] Existing and proposed indoor water uses were calculated based on the Sewer Capacity Technical Memorandum by Woodard & Curran.
[2] Existing outdoor water use is from CalEEMod defaults.
[3] Proposed outdoor water use is based on calculations from the State Department of Water Resources Water Budget Worksheet for Residential Uses.

The water demand for the existing uses on-site is 25,435 gallons per day (gpd) (28.5 afy). The water demand estimate for the proposed project is 104,481 gpd (117 afy); the change in water demand from the existing to proposed uses is an increase in 88.5 afy. The change in water demand as a result of the implementation of the proposed project accounts for 0.37 percent of the current water demand of 23,799 af in the year 2019–2020. The City's 2020 Urban Water Management Plan (UWMP), adopted in June 2021, assumed the water service area population of 141,648 for 2020, 160,359 by 2025, 179,070 by 2030, and 189,687 by 2045, a population growth rate of 34.4 percent in the next 25 years. As discussed in Section 3.14, *Population and Housing*, the current population in the city is 139,431 (DOF 2021), and implementation of the proposed project would not exceed the population increase projected by The Fullerton Plan or SCAG's SCS/RTP. The Fullerton Plan projected

2030 buildout population of 165,303 and the 2020 SCS/RTP projected 2045 population of 158,300. Because the 2020 UWMP's population growth assumption exceeds the City's and SCAG's population projections, and the proposed project is within the population growth assumed in all of the applicable planning documents, implementation of the proposed project is consistent with the 2020 UWMP, and impacts would be less than significant. As indicated in the 2020 UWMP, the City meets all of its demands with a combination of imported water and local groundwater, and would continue to meet the water demand in the future years. Therefore, the proposed project would not require the construction of new or expanded water supply or treatment facilities. Impacts would be less than significant.

Wastewater Treatment Facilities

Wastewater in the city is treated by the Orange County Sanitation District (OCSD). OCSD treats over 200 million gallons of sewage daily, operates 2 treatment/reclamation plants and 15 offsite pump stations, and maintains 572 miles of pipelines throughout its service area (OCSD 2021). OCSD treats approximately 189 million gallons per day (mgd) of wastewater from residential, commercial, and industrial uses (OCSD 2019).

Approximately 8,030 gpd of wastewater is generated by the existing uses on-site.[11] The proposed project would generate approximately 93,650 gpd of wastewater (Woodard & Curran 2021). The change in wastewater from the existing uses and the proposed uses is an increase of 85,620 gpd. The proposed increase in wastewater would account for 0.05 percent of the 189 mgd of wastewater treated by OCSD. Because the increase in wastewater generation is negligible, the proposed project would not require the construction of new or expanded wastewater treatment facilities. Moreover, a technical sewer memorandum was prepared to evaluate the hydraulic effects of the sewer mains downstream of the proposed project and determined that the proposed project would not trigger any capacity deficiencies under dry weather or wet conditions even under 2035 loads (see Appendix N). Therefore, the proposed project would not require construction or expansion of sewer facilities, and impacts would be less than significant.

Stormwater Drainage Facilities

See response to Section 3.10.c.iii, above. The proposed project would implement BMPs to minimize impacts associated with impervious surfaces, and the proposed drainage system would be designed to ensure that the proposed project would not exceed the capacity of existing or planned stormwater drainage systems. Therefore, the proposed project would not result in construction of new or expanded offsite stormwater facilities, and impacts would be less than significant.

Electricity Facilities

Electrical needs to the project site would be provided by Southern California Edison via existing infrastructure in the immediate area. SCE obtains electricity from conventional and renewable sources. The proposed project would result in a net increase in annual electricity demand of 1,582,451 kWh (CalEEMod Version 2016.3.2.25).

[11] Based on the existing sewer data from the project applicant that used sewer generation coefficient and peak flow factor taken from the OCSD Engineering Design Guidelines dated October 20, 2014.

3. Environmental Analysis

Total mid-electricity consumption in SCE's service area is forecast to increase by approximately 10,000 gigawatt-hours between 2018 and 2030 (CEC 2018). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area, and the electricity demand due to the proposed project is within the forecast increase in SCE's electricity demands. Project development would not require SCE to obtain new or expanded electricity supplies.

Additionally, the proposed project would be designed using green building practices, including those of the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and CALGreen (Title 24, California Code of Regulations, Part 11). Both standards contain energy efficiency requirements for newly constructed buildings. Therefore, impacts would be less than significant.

Natural Gas Facilities

Natural gas needs to the project site would be provided by the Southern California Gas Company (SoCalGas) via existing infrastructure in the immediate area of the project site. The proposed project result in a net increase in annual natural gas demand of 4,213,216 kBTU (CalEEMod Version 2016.3.2.25).

SoCalGas's service area spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino on the east (CEC 2016). Total natural gas consumption in SoCalGas's service area is forecast to decline slightly from 2,462 million cubic feet (MMCF)/day in 2020 to 2,103 MMCF/day in 2035 (CGEU 2018).

SoCalGas projects that it will have sufficient supplies to meet the demands in its service area. Therefore, the proposed project's natural gas demand is within SoCalGas's forecast increase, and the proposed project would not require SoCalGas to obtain new or expanded natural gas supplies. Impacts would be less than significant.

Telecommunication Facilities

The proposed project would include on-site connections to telecommunication services. The construction-related impacts associated with these improvements are analyzed throughout this Initial Study as part of project development. 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 City of Fullerton has adequate water supplies to meet the project demands, as substantiated above in Section 3.19.a. The 2020 UWMP, adopted in June 2021, evaluated reliability of water service to its customers under a normal year, a single dry year, and a drought period lasting five consecutive years and determined that even under the assumption of a drought over the next five years, a adequate water supplies would be provided within the city (Fullerton 2021a).

Additionally, the proposed project's landscaping would be required to be installed and maintained in compliance with FMC Chapter 15.50, Landscaping and Irrigation Requirements, which establishes standards for the provision of landscaping in Fullerton while promoting conservation and the efficient use of water, prevention

of erosion, protection from fire, and restoration of natural systems. The proposed project would also be required to comply with Chapter 12.06, Water Supply Shortage Conservation Plan, which provides procedures, rules, and regulation for mandatory water conservation to minimize the effect of a water supply shortage emergency on the City's water customers.

Furthermore, development of the proposed project would be required to comply with the provisions of CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation. Specifically, project development would be required to adhere to mandatory residential measures outlined in Division 4.3, Water Efficiency and Conservation, of CALGreen, including those of Sections 4.303, Indoor Water Use, and 4.304, Outdoor Water Use.

Based on the preceding, there are adequate water supplies to meet the water demands of the proposed project, and project development would not require the City to obtain new or expanded water supplies. Therefore, impacts on water supplies due to project development would be less than significant.

c) Result in a determination by the waste water 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. As substantiated above in Section 3.19.a, there is existing wastewater treatment capacity in the region for the estimated wastewater generation. Project development would not require construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant.

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. Waste from the project site would be transported to the Olinda Alpha landfill and Frank Bowerman Landfill. Capacity and disposal data for these landfills are shown in Table 25, *Landfill Capacity*.

Table 25 Landfill Capacity

Landfill	Current Remaining Capacity (tons)	Maximum Daily Disposal Capacity (tons/day)	Estimated Close Date
Frank R. Bowerman Sanitary Landfill	205,000,000	11,500	12/31/2053
Olinda Alpha Landfill	34,200,000	8,000	12/31/2021
Total	239,200,000	19,500	—

Source: CalRecycle 2019a, 2019b

The proposed project is estimated to generate approximately 6,880 pounds (3.44 tons)[12] of solid waste per day. The total amount of solid waste expected to be generated by the proposed project result in an increase of less

[12] 1,251 beds x 5.5 lbs/capita/day (CalRecycle 2019d) = 6,880.5 lbs/day

than 1 percent of the landfills' remaining daily allowable intake and could be accommodated. Therefore, the project impacts on landfill capacity would be less than significant.

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

No Impact. See response to Section 3.19.d, above. Additionally, the following federal and state laws and regulations govern solid waste disposal:

- EPA's Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal.
- AB 341 (Chapter 476, Statutes of 2011), which increased the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multifamily residential land uses on-site.
- AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) which required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 required each county to prepare a countywide siting element specifying areas for transportation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period.
- AB 1327 (California Solid Waste Reuse and Recycling Access Act of 1991), which requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.
- AB 1826 requires implementation of organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwelling that consist of five or more units.

Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations govern solid waste disposal. Therefore, no impact would occur.

3.20 WILDFIRE

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. 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?				X
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?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
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?				X

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?

No Impact. The project site is not located in or near state responsibility area or land classified as very high fire hazard severity zones. The proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surrounding properties during and after construction. The proposed project would not result in inadequate emergency access related to wildfire, and no impact would occur.

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?

No Impact. There are three primary factors used in assessing wildfire hazards—topography, weather, and fuel. The project site is flat and in an urbanized environment. The proposed project would not impact weather or topography. At project completion, the project site would consist of 420 units with 12,438 square feet of neighborhood-supporting commercial space on the ground floor. According to the City of Fullerton Local Hazard Mitigation Plan, the project site is not in a very high, high, or moderate wildfire risk area. The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (CAL FIRE FRAP) also indicates that the project site is not in a Very High Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2011). Therefore, the proposed project would not exacerbate wildfire risks. No impact would occur.

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?

No Impact. The proposed project would require utility connections and new infrastructure for electricity, natural gas, telecommunications, and cable service. As indicated above, the project site is not located in a Very High FHSZ. The project site is in a highly urbanized portion of the city; the proposed project would not add

infrastructure such as roads or overhead power lines in areas with wildland vegetation. Therefore, the proposed project would not exacerbate wildfire risks on the environment. No impact 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?

No Impact. The project site is generally flat. The project site is not in an area designated as having a landslide potential. The project is not in a 100-year flood hazard zone (FEMA 2009). Therefore, it is unlikely that the site would be susceptible to downslope or downstream flooding or landslides as a result of post-fire slope instability. The project site is not in a Very High FHSZ. No impact would occur.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. 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?			X	
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.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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. The project site is in an urban setting, surrounded by development. The project site is currently developed with buildings, a surface parking lot, and ornamental landscaping. Project development would not degrade the quality of the environment; reduce the population, range, or habitat of a species of fish or wildlife or a rare or endangered plant or animal species; or eliminate an important example

of the major periods of California history or prehistory. The project site does not contain native habitat, nor is the site suitable for sensitive species habitats. Impacts to 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 proposed project consists of the construction of 420 units with 12,438 square feet of neighborhood-supporting commercial space on the ground floor. The proposed project would be within the SCAG growth forecasts for the city. Therefore, the project would not result in 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. The proposed improvements would increase the number of dwelling units in the city by 420 units. As demonstrated in this Initial Study, the proposed project would not substantially increase environmental effects that would directly or indirectly affect human beings. Impacts would be less than significant.

3. Environmental Analysis

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4. References

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5. List of Preparers

CITY OF FULLERTON (LEAD AGENCY)

Heather Allen, Planning Manager

PLACEWORKS (CEQA CONSULTANT)

Nicole Vermilion, Principal

Elizabeth Kim, Senior Associate II

Jasmine A. Osman, Associate I

John Vang, JD, Senior Associate II, Air Quality / GHG

Kristie Nguyen, Project Planner, Air Quality / GHG

Joshua Carman, INCE-USA, Senior Associate II, Noise & Vibration

Izzy Garcia, INCE-USA, Associate I, Noise & Vibration

Gina Froelich, Senior Editor

Cary Nakama, Graphic Artist

Laura Muñoz, Word Processing

FEHR AND PEERS (TRAFFIC CONSULTANT)

Jason Pack, PE, Principal

Delia Votsch, PE, Senior Transportation Engineer

5. List of Preparers

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