

MEMORANDUM

DATE October 21, 2021

TO City of Fullerton

ADDRESS 303 W. Commonwealth Avenue
Fullerton, California 92832

CONTACT Heather Allen, Planning Manager

FROM Elizabeth Kim, Senior Planner

SUBJECT **Hub Fullerton Project Alternative Site Plan Option**

PROJECT NUMBER FUL-07.0

The original project as analyzed in the Hub Fullerton Initial Study with 420 units with 376 parking spaces would generate 1,437 average daily trips from 420 units. This reflected trip reduction of 574 trips for being a mixed use development and a reduction of 274 trips for having limited parking supply (Ferb & Peers 2021). The project applicant is proposing an alternative project option that removes 43 units (143 beds) and adds 210 parking spaces. The alternative project option would provide 377 units and 586 parking spaces. With the additional 210 parking spaces, the alternative project option would not be able take the limited parking supply reduction. The trip generation from the alternative project is shown in below table. As shown, the alternative project would result in 1,890 daily weekday trips, an increase of 160 trips, or 9.2 percent from the currently proposed project's trip generation of 1,730 trips. However, this increase would not result in additional environmental impact that would require recirculation of the Mitigated Negative Declaration/Initial Study pursuant to CEQA Guidelines Section 15073.5.

Proposed Use	ITE Land Use	Quantity	Units	Weekday Daily Total	Saturday Daily Total	Sunday Daily Total
Residential	(221) - Multifamily Housing Mid Rise (Adj Streets)	377	DUs	2051	1851	1542
	MXD Reductions			-515	-464	-387
	Residential Subtotal			1536	1387	1155
Retail	(820) - Shopping Center (Adj Streets)	12.438	1000 Sq Ft	470	574	263
	MXD Reductions			-118	-144	-65
	Residential Subtotal			352	430	198
Total				1890	1820	1350
Existing Use	ITE Land Use	Quantity	Units	Weekday Daily Total	Saturday Daily Total	Sunday Daily Total
Office	(710) - General Office Building	55.332	1000 Sq Ft	539	123	39
	MXD Reductions			-135	-31	-10
	Total			400	90	30

As substantiated below the alternative project option would not result in a new, avoidable significant impact that require mitigation.

Operational Air Quality

Below table provides operational air quality data with the 9.2 percent increase in mobile source emissions. As shown, the alternative project option would not exceed the South Coast AQMD regional operation-phase significance thresholds, and impacts would be less than significant.

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	12.03	0.50	34.70	0.00	0.20	0.20
Energy	0.14	1.19	0.51	0.01	0.10	0.10
Mobile	2.66	2.60	27.93	0.08	8.94	2.41
Total	14.61	4.06	60.79	0.08	8.49	2.50

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	12.03	0.50	34.70	0.00	0.20	0.20
Energy	0.14	1.19	0.51	0.01	0.10	0.10
Mobile	2.62	2.78	27.58	0.07	8.94	2.41
Total	14.56	4.23	60.46	0.08	8.49	2.50

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	12.03	0.50	34.70	0.00	0.20	0.20
Energy	0.14	1.19	0.51	0.01	0.10	0.10
Mobile	2.66	2.78	27.93	0.08	8.94	2.41
Total	14.61	4.23	60.79	0.08	8.49	2.50

Proposed Net Operations

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	10.74	0.50	34.68	0.00	0.20	0.20
Energy	0.12	1.03	0.37	0.01	0.08	0.08
Mobile	2.07	1.36	20.30	0.05	6.20	1.66
Total	12.70	2.66	53.00	0.05	5.73	1.75

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	10.74	0.50	34.68	0.00	0.20	0.20

Energy	0.12	1.03	0.37	0.01	0.08	0.08
Mobile	2.03	1.48	20.24	0.05	6.20	1.66
Total	12.67	2.77	52.97	0.05	5.73	1.75

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	10.74	0.50	34.68	0.00	0.20	0.20
Energy	0.12	1.03	0.37	0.01	0.08	0.08
Mobile	2.07	1.48	20.30	0.05	6.20	1.66
Total	12.70	2.77	53.00	0.05	5.73	1.75

Regional Thresholds (lb/day)	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

GHG Emissions

Below table shows GHG emissions data with the 9.2% increase in mobile emissions. As shown, the alternative project option would not exceed the significance threshold, and impacts would be less than significant.

<u>Operation*</u>	MTCO ₂ e/Year		MTCO ₂ e/Year		MTCO ₂ e/Year
	Existing Conditions (2020)	%	Proposed Project (2024)	%	Net
Area	0	0%	9	0%	9
Energy	279	40%	882	38%	603
Mobile	356	52%	1,150	50%	794
Solid Waste	26	4%	104	4%	78
Water	28	4%	115	5%	86
Amortized Construction Emissions***		0%	51	2%	51
	689	100%	2,310	100%	1,621

South Coast AQMD Bright-Line Screening Threshold
3,000
Exceed Threshold? No

Operational Noise:

The following table is from the Initial Study. As shown, project contribution to the nearby roadway segments are all below 1 dBA CNEL. Therefore, even if the project trips are to be doubled, the project noise contribution would still be 1 dBA CNEL, therefore, would not result in significant operational noise impact.

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.