

## **EXECUTIVE SUMMARY**

This Environmental Impact Report (EIR) evaluates the environmental impacts of the proposed Fountain Valley Crossings Specific Plan (FVCSP) Project (Project) for the City of Fountain Valley (City), California. The EIR was prepared by Amec Foster Wheeler Environment & Infrastructure, Inc. (Amec Foster Wheeler) in cooperation with City staff.

The purpose of the proposed FVCSP is to provide the City, community, property owners, and businesses with a guide for future development within the approximately 162 acres of light industrial/commercial uses in the southeastern portion of the City (Project area). The FVCSP would promote reinvestment with a mix of uses including residential, retail, and office uses while providing facility and streetscape improvements that encourage community connectivity and gathering. The FVCSP would guide future reuse of the existing industrial business park, addressing the type, location, intensity, and design of mixed-use buildings, as well as transportation and public infrastructure improvements.

The FVCSP includes policy and program components to address proposed building form, height, development standards and strategies for open space, community benefits, and circulation. The intent of the FVCSP is to set development standards, preservation strategies, circulation and other public service improvements, and implementation strategies to guide development, which would enhance the physical attractiveness, community value, and functionality of the Project area.

## **PROJECT OBJECTIVES**

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines requires a project description to contain a statement of a project's objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the project. The FVCSP includes proposed standards, strategies, and policies guided by the following concepts established by the City and developed through the FVCSP's community outreach:

- **Plan Comprehensively:** While recognizing largely built-out conditions, enable new public and private investment for continual growth and development for a distinct Project area with centers, street patterns, and local identity, maintaining the City's historic leadership in proactive planning.
- **Capture Value:** Plan the Project area to anticipate workplace, retail and housing trends, allowing for transition over time in relation to market realities. In the long-term, allow for office users that seek I-405 visibility and access to attract high-value employment, strengthen the City's image, and build on the presence of major workplace investments in the Project area.
- **Develop a New Activity Center:** Enable and promote new investment that supports a successful district cluster of experiential retail, dining, and entertainment activity in the district. By creating a "place to go" for district workers and the larger community, help to provide attractive retail and services.

- Support Existing Businesses: Upgrade the district for businesses and workers through new lunchtime and after-work retail destinations, improved pedestrian, bike and transit facilities, enhanced landscaping, and modernized infrastructure.
- Protect Adjacent Neighborhoods: Ensure that new development adjacent to existing residential neighborhoods is shaped in scale and character for compatibility, including improvements to the streetscape aesthetic and functional use.
- Growth with City Assets: Considering the district's proximity to neighboring and regional concentrations of workplace areas extending toward John Wayne Airport, major retail concentrations, hospitals, institutions, and the presence of the Santa Ana River Trail, build on the available access and visibility to grow a vital and attractive urban district. The district would support a mix of workers, customers, city residents, pedestrians, transit riders, and visitors.
- Help Satisfy Unmet Housing Demand: In formats and locations compatible with workplace settings, enable housing development that helps meet demand for those who prioritize close proximity to shopping, dining, entertainment, and work.
- Improve Multi-modal Mobility: While continuing to improve motor vehicle access and maintaining minimum community mobility standards, evolve the street network into more pedestrian, transit and bicycle friendly "Complete Streets" to better connect within the district and link it with the City's bike and transit network, the Santa Ana River Trail, and surrounding districts and neighborhoods.

## **PROJECT OVERVIEW**

The Project consists of the proposed adoption of the FVCSP and associated Zoning Ordinance amendments. The proposed FVCSP would establish the framework to guide future development and redevelopment within the Project area. Consistent with the Project Objectives identified above, the FVCSP would:

- Implement the vision, goals, and policies established in the City General Plan.
- Replace previous land use and development regulations per Section 21.12.020 contained within the *Fountain Valley Municipal Code* for the Project area with those detailed within the FVCSP Development Code, to guide all future building and redevelopment projects.
- Describe the intended FVCSP physical changes to encourage new investment and achieve both private and public interests within the unique Project area.
- Ultimately build greater value than separate projects may achieve, by embodying a common purpose that investors can rely upon, contribute to, and derive value from.
- Overlay zones to alter allowable urban form requirements (building height, setbacks, etc.) within various designated blocks.
- Establish an Activity Center and spaced Activity Clusters to facilitate district connectivity, quality of life, and recapture retail and services opportunities.
- Establish areas to enable housing for up to 491 residential units.

The FVCSP would regulate urban form of new development, including building height, mass, and form, through development standards for future projects within the Project area. The

proposed land use plan for the Project area would allow retail, residential, and general office land uses to enhance the area’s role as a City center for business, entertainment, and community benefits within a more pedestrian and bicycle friendly environment. The FVCSP delineates four Districts to organize the development standards within the Project area. These include the Activity Core, Workplace Neighborhood, Workplace Gateway Segment, and Mixed Industry Districts. Implementation of the FVCSP and the four distinct Districts would provide community benefits such as road connectivity, transitional buffer areas, open space, and office and industrial growth. Additionally, as part of the regulating plan, the FVCSP would also provide urban design standards that address building setbacks, building façade setbacks, upper level floor limitations, and maximum building widths and separation between massing elements.

The FVCSP would also likely require projects that wish to reduce the necessary minimum parking requirements to prepare a transportation demand management plan as further described in Section 2.4.2, and coordinated with the Transportation Management Association.

The FVCSP’s primary components and programs are organized into three “Books”, summarized in Table ES-1.

**Table ES-1. FVCSP Primary Components and Programs**

| <b>Book Number</b> | <b>Book Title</b> | <b>Book Information</b>   |
|--------------------|-------------------|---|
| <b>Book 1</b>      | Community Intent  | Outlines the necessity for the FVCSP community objectives, revitalization strategy, and the envisioned future district.   |
| <b>Book 2</b>      | Development Code  | Governs all private development actions proposed for properties within the Project area, used to evaluate development projects, improvement plans, and zoning clearance applications.                 |
| <b>Book 3</b>      | City Actions      | Details revitalization and ongoing capital improvements, supported by community action and investment programs. Initiatives to improve streetscape, circulation, and public facilities are described. |

Full implementation of the FVCSP is expected to occur through construction of both private developments and public improvements scheduled by the City. The FVCSP sets forth allowable development over a reasonable time horizon (20 years) and includes policies and development standards to reduce or avoid impacts due to development and set reasonable caps on development capacity based on the magnitude of the impacts and mitigation efforts. The Project area contains approximately 3,089,758 sf of industrial and commercial development; the FVCSP would enable an estimated net increase of 258,010 sf of such land use development as well as 491 residential units. The FVCSP outlines 11 distinct blocks within the Project area that would experience varied levels of buildout reduction or growth.

Under proposed FVCSP standards, future buildings would generally be from one to four stories in height with associated street trees and public improvements (e.g., sidewalk, parking). The most prevalent types of development would be office and industrial-use buildings with pedestrian-friendly streetscapes. However, worker-serving uses, such as restaurants and

commercial services, would also be permitted and encouraged throughout the Project area via an Activity Core and potential Activity Clusters. Taller structures of up to six stories would be conditionally permitted, and pending development projects that exceed or amend the parameters of the proposed FVCSP would be subject to separate and/or concurrent environmental review processes in accordance with the CEQA.

## **ENVIRONMENTAL IMPACT ANALYSIS**

### **Notice of Preparation/Scoping**

As a first step in complying with the procedural requirements of CEQA, the City performed a public scoping process consistent with Section 15083 of the CEQA Guidelines. The public was provided an opportunity to comment on the scope of the EIR through a Notice of Preparation (NOP) released on October 9, 2015, which was distributed to federal, state, county, and City agencies, neighborhood groups, and owners and occupants in the Project vicinity. The City also held a Public Scoping Meeting on October 28, 2015, and public comments were received until November 16, 2015 (CEQA Guidelines §15082). The scoping process assisted the City in determining if any aspect of the FVCSP may cause a significant effect on the environment and, based on that determination, to narrow the focus (or scope) of the subsequent environmental analysis. Comments received during the NOP comment period were considered during EIR preparation and are included in Appendix B.

### **Summary of Project Impacts**

This EIR examines potential short- and long-term impacts of the proposed FVCSP. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the FVCSP is implemented. For each impact section, thresholds for determining impact significance are identified along with descriptions of methodologies used for conducting the impact analysis. Determinations of impact significance levels in the EIR are made based on City impact significance guidelines and criteria for each impact topic, including Appendix F and Appendix G of the CEQA Guidelines. For some resource areas, such as air quality, transportation, and noise, the analysis of impacts are more quantitative in nature and involve the comparison of effects against a numerical threshold. For other resource areas, such as aesthetics and visual resources and land use, the analyses of impacts are inherently more qualitative, involving the consideration of a variety of factors, such as City policies.

The EIR impact discussions classify impact significance levels as:

- **Significant and Unavoidable** - a significant impact to the environment that remains significant even after mitigation measures are applied;
- **Less Than Significant with Mitigation** - a significant impact that can be avoided or reduced to a less than significant level with mitigation;

- **Less Than Significant** - a potential impact that would not meet or exceed the identified thresholds of significance for the resource area;
- **No Impact** – no impact would occur for the resource area; and
- **Beneficial** – a potential impact that would improve the resource area.

The significance of each impact resulting from implementation of the FVCSP has been determined based on impact significance criteria and applicable CEQA Guidelines for each resource area. Table ES-2 presents a summary of the impacts, mitigation measures, and residual impacts from implementation of the FVCSP. In summary, the FVCSP would result in potentially significant and unavoidable adverse impacts to Circulation and Traffic (see Section 3.11 *Transportation, Circulation, and Traffic*).

The EIR also includes analysis of three alternatives, including a No Project Alternative, in compliance with CEQA. These alternatives include:

- Alternative #1 – No Project (Existing Adopted General Plan) Alternative;
- Alternative #2 – No Housing Alternative; and
- Alternative #3 – Intensified Office and Residential Buildout Alternative.

Table ES-3 provides a comparison of these alternatives.

## **SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS**

CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, even with implementation of feasible mitigation measures. The FVCSP would result in significant and unavoidable ~~long-term~~ operational Project impacts to Transportation, Circulation, and Traffic. Five of the study intersections would be significantly impacted by the Project under existing and cumulative conditions before mitigation, including Intersection #12 (Talbert Avenue & Mt. Washington Street), Intersection #13 (MacArthur Boulevard & Harbor Boulevard), Intersection #15 (Euclid Street & Newhope Street/Northbound I-405 Ramps), and #18 (Ellis Avenue & Ward Street), Intersection #19 (Ellis Avenue/Euclid Street & Southbound I-405 Ramps). Mitigation measures were developed for Intersections #12, #15, #18, and #19 that would reduce the impact to less than significant upon implementation. However, because implementation of mitigation measures for Intersections #15 and #19 are under the control of other public agencies, it was determined that there would be temporary significant and unavoidable impacts at Intersections #15 and #19 until these improvements are implemented. Mitigation Measures for Intersection #13 were determined to be infeasible.

## **RESOURCE AREAS FOUND NOT TO BE SIGNIFICANT**

CEQA Guidelines Section 15128 requires a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and, therefore, are not discussed in detail in the EIR. These environmental issue areas were analyzed against the criteria as presented in Appendix G of the State CEQA Guidelines. The resource areas are as follows: Agriculture and Forestry, Biology, Cultural, Minerals, and Recreation. Other individual criteria in other resource areas were determined to be less than significant and did not require additional review. Additional information is provided in the Initial Study, which was included as Appendix A to the Draft EIR.

## **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA Guidelines Section 15126.6 requires that an EIR identify the Environmentally Superior Alternative to the proposed project from among the alternatives analyzed. If the No Project Alternative is found to be environmentally superior alternative, the EIR also identifies an Environmentally Superior Alternative from among the other alternatives. Table 5-16 provides a summary comparison of the likely environmental impacts of the three alternatives with those of the Project. Per CEQA Guidelines §15126.6(d), “The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.”

None of the alternatives analyzed (other than the No Project Alternative) were found to reduce any significant and unavoidable impact to a less than significant level; furthermore, no impact classifications change between alternatives analyzed. The No Project Alternative is eliminated from consideration as the Environmentally Superior Alternative as this alternative would not meet any of the key Project Objectives. The Environmentally Superior Alternative for the Project is identified as the Project. On balance, the Project meets more key Project Objectives than the No Housing Alternatives, while it results in less impacts to the environment than the Intensified Office and Residential Buildout Alternative. Although, the Intensified Office and Industrial Buildout Alternative would also meet most of the Project Objectives, it would result in greater impacts to Air Quality, GHG Emissions, Land Use, Population and Housing, Transportation, and Utilities due to greater development densities. The Lead Agency retains the authority to identify the Environmentally Superior Alternative based on the evidence in the EIR, agency and public input, Lead Agency standards and policies, and the Lead Agency’s independent decision-making.

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts</b>  |                           |                        |
|--|---------------------------|------------------------|
| <b>Impact</b>  | <b>Mitigation Measure</b> | <b>Residual Impact</b> |
| <b>Aesthetics and Visual Resources</b>   |                           |                        |
| VIS-1: The Project would not block or diminish public views of a scenic vista or views of scenic resources from a designated state scenic highway or block and diminish public views of an existing scenic vista. Therefore, no impacts would occur.   | No mitigation required.   | Less Than Significant  |
| VIS-2: Implementation of the Project could result in impacts to visual resources with future development. Existing City regulation as well as the design standards in the FVCSP would ensure that impacts to visual resources would be less than significant.  | No mitigation required.   | Less Than Significant  |
| VIS-3: Implementation of the Project would gradually alter the existing visual quality and character of the Project area through increases in land use density and the replacement of existing one- to two-story structures and/or surface parking areas with new multi-story buildings up to four-stories high, and in some cases up to six-stories. However, impacts on visual character and quality would be less than significant. | No mitigation required.   | Less Than Significant  |
| VIS-4: Construction activities resulting from implementation of the Project would temporarily create impacts to the visual character of the Project area. Due to the temporary nature of construction, impacts would be less than significant.   | No mitigation required.   | Less Than Significant  |
| VIS-5: Implementation of the Project would create a new source of light or glare. However, light and glare levels would not adversely affect daytime or nighttime views in the area. Impacts would be less than significant.   | No mitigation required.   | Less Than Significant  |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure   | Residual Impact              |
|---|--|------------------------------|
| <b>Air Quality</b>  |  |                              |
| <p>AQ-1: The Project would result in potentially significant short-term construction-related air quality impacts from dust and air pollutant emissions generated by grading and construction equipment operation (Less than Significant).</p> | <p>No mitigation required.</p> <p><del>Recommended MM AQ 1a. Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. Implementation of the following measures would reduce short term fugitive dust impacts on nearby sensitive receptors:</del></p> <ul style="list-style-type: none"> <li><del>• All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the Project area to prevent excessive amounts of dust;</del></li> <li><del>• Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;</del></li> <li><del>• Any onsite stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;</del></li> <li><del>• All grading and excavation operations shall be suspended when wind speeds exceed 25</del></li> </ul> | <p>Less Than Significant</p> |



**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>miles per hour;</p> <ul style="list-style-type: none"> <li>• <del>Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;</del></li> <li>• <del>Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;</del></li> <li>• <del>Onsite vehicle speed shall be limited to 15 miles per hour;</del></li> <li>• <del>All onsite roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;</del></li> <li>• <del>Visible dust beyond the property line which emanates from the Project shall be prevented to the maximum extent feasible;</del></li> <li>• <del>All material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;</del></li> <li>• <del>Reroute construction trucks away from congested streets or sensitive receptor areas;</del></li> <li>• <del>Track out devices shall be used at all construction site access points; and</del></li> <li>• <del>All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.</del></li> </ul> <p>Recommended MM AQ-1b. All trucks that are to haul excavated or graded material onsite shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to</p> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p>Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City Engineer how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).</p> <p>Recommended MM AQ 1c. The following measures shall be implemented by the contractor to reduce VOC emissions resulting from application of architectural coatings:</p> <ul style="list-style-type: none"> <li>• Use high pressure low volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;</li> <li>• Use zero VOC emission paint, such as Benjamin Moore Natura Paint (Odorless, Zero VOC Paint).</li> </ul> <p>Recommended MM AQ 1d. Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, O<sub>3</sub> precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City by the construction contractor on a monthly basis. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.</p> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>Recommended MM-AQ-1e. The following measures shall be implemented during construction to substantially reduce NO<sub>x</sub>-related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p> <ul style="list-style-type: none"> <li>• Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, and shall ensure that all off-road equipment is compliant with the CARB in-use off-road diesel vehicle regulation and SCAQMD Rule 2449.</li> <li>• Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements.</li> <li>• The contractor and Applicant, if the Applicant's equipment is used, shall maintain construction equipment engines by keeping them tuned and regularly serviced to minimize exhaust emissions.</li> <li>• Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.</li> <li>• Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.</li> <li>• Configure construction parking to minimize traffic interference.</li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure  | Residual Impact              |
|---|---|------------------------------|
|   | <ul style="list-style-type: none"> <li>• <del>Minimize obstruction of through traffic lanes and provide temporary traffic controls such as a flag person during all phases of construction when needed to maintain smooth traffic flow. Construction shall be planned so that lane closures on existing streets are kept to a minimum.</del></li> <li>• <del>Schedule construction operations affecting traffic for off-peak hours to the best extent when possible.</del></li> <li>• <del>Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service).</del></li> <li>• <del>Construction related equipment, including heavy duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes.</del></li> </ul> |                              |
| <p>AQ-2: The Project would result in potentially significant long-term operation-related air quality impacts generated by area, energy, and mobile emissions (Less than Significant).</p> | <p>No mitigation required.</p> <p><del>Recommended MM AQ-2. The Applicant shall include the following measures and indicate them on the Development Plan and building plans prior to acceptance of the final Development Plan and recordation of the Vesting Tract Map (VTM). City staff shall ensure these measures are indicated on the plans, and City building inspectors shall ensure compliance after completion of the Project.</del></p> <ul style="list-style-type: none"> <li>• <del>Water Conservation Strategy: The Applicant shall install fixtures with the EPA WaterSense Label. The Project shall install drip, micro, or fixed spray irrigation on all plants other than turf, also including the EPA WaterSense Label.</del></li> </ul>   | <p>Less Than Significant</p> |

| Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)  |   |                                       |
|---|---|---------------------------------------|
| Impact  | Mitigation Measure  | Residual Impact                       |
|   | <ul style="list-style-type: none"> <li>• <del>Solid Waste Reduction:</del> The Applicant shall institute recycling and composting services to achieve a 75 percent reduction in waste disposal, and use waste efficient landscaping.</li> <li>• <del>Fugitive Dust Reduction:</del> The Applicant shall replace ground cover of at least 70 percent of area disturbed in accordance with CARB Rule 403.</li> <li>• <del>Area Mitigation:</del> The Applicant shall ensure that only natural gas hearths are installed in any residential units, low VOC cleaning supplies are used, and zero VOC emission paint is used during repainting.</li> <li>• <del>Energy Mitigation:</del> The Applicant shall ensure that all buildings exceed Title 24 with a 25 percent improvement, and that high efficiency lighting with a 25 percent reduction in lighting energy is installed in all buildings.</li> </ul> |                                       |
| AQ-3: Implementation of the Project would not conflict with or obstruct implementation of the applicable air quality plan (Less than Significant).  | No mitigation required.   | Less Than Significant                 |
| AQ-4: Emissions from operation of the Project could result in a cumulatively considerable net increase to certain criteria pollutants for which the Project region is in nonattainment (Less than Significant). | No mitigation required.   | Less Than Significant                 |
| AQ-5: The Project has the potential to expose sensitive land uses (e.g. residential units) to substantial pollution concentrations (Less than Significant with Mitigation).                                     | MM AQ-5a. <u>Health Risk Assessment (HRA):</u> Development of a proposed sensitive land use within 500 feet of I-405 or the development of a distribution center, rail yard, refinery, chrome plater, dry cleaning operation, or large gas station near a sensitive land use shall prepare a site-specific HRA prior to developing such land uses as a way to more accurately evaluate the risk. The HRA for air quality and “hot spots” of air pollutions shall be prepared  | Less Than Significant with Mitigation |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>consistent with CalEPA’s Office of Environmental Health Hazard Assessment’s A Guide to Health Risk Assessment and The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (HRAs) to aid California projects’ compliance with the 1987 “Hot Spots” Act. The HRA shall identify the hazard or hazardous material, assess the amount, duration, and pattern of exposure to the hazard or hazardous material, assess the amount it would take to cause negative health effects, and characterize the risk to general population and sensitive receptors from the hazard or hazardous material. The HRA shall be reviewed and approved by the City Planning and Building Department prior to approval of development permits for land uses that include or potentially affect sensitive populations.</p> <p>MM AQ-5b. <u>Interior Air Quality Protection</u>: Development of a proposed sensitive land use within 500 feet of I-405 and/or within 100 feet of an intersection operating or projected to operate at Level of Service (LOS) E or F shall include heating, ventilation, and air conditioning (HVAC) infrastructure within the building to circulate and purify outdoor air sources sufficiently to reduce Toxic Air Contaminants (TACs), such as diesel particulate matter and vehicle emissions. HVAC control systems shall include particulate filters that have a minimum efficiency reporting value (MERV) of 15 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The proposed HVAC system shall be reviewed and approved by the City Planning and Building Department prior to approval of a development permit. Monitoring and maintenance of HVAC</p> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>systems and particulate filters shall be conducted by the Applicant on a semiannual basis to ensure efficiency of the system for development permits involving land uses that include or potentially affect sensitive populations.</p> <p>MM AQ-5c. <u>Placement of Air System Intake</u>: When considering placement and direction of air intakes, the direction of prevailing winds shall be considered and the most logical decision shall be made. Design of the proposed development shall face air systems intakes appropriately, so as to reduce highly concentrated air pollution intake, considering placement on the opposite side of the building from the pollutant source. Development and HVAC system design shall be reviewed and approved by the City Planning and Building Department prior to issuance of a building permit. Monitoring and maintenance of HVAC systems and air intakes shall be conducted by the Applicant on a semiannual basis to ensure efficiency of the system for development permits involving land uses that include or potentially affect sensitive populations.</p> <p>MM AQ-5d. <u>Vegetation Barriers</u>: The Applicant of development permits involving land uses that include or potentially affect sensitive populations shall consider the installation of vegetation barriers that disrupt pollutant dispersal, absorb carbon based particulates, or reduce air pollutant concentrations during design of the proposed development. Vegetation barriers shall be chosen and installed where most appropriate to provide additional reduction of onsite air pollutant concentrations, while providing an aesthetically pleasing natural barrier. The vegetation types chosen should shall be</p> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>appropriate for the location, including water requirements, non-invasive species, and aesthetic quality. Development designs and vegetative screening shall be reviewed and approved by the City Planning and Building Department prior to approval of a development permit. Plans for the maintenance of landscaping and vegetation barriers shall be made by the Applicant to ensure efficiency of vegetation barriers and maintain the visual quality of onsite landscape design.</p> <p>MM AQ-5e. <u>Reduced Number of Openable Windows Facing I-405</u>: During the preliminary design process, the Applicant of development permits involving land uses that include sensitive populations shall reduce the number of openable windows facing the I-405. The reduction in number of openable windows facing the pollutant source will reduce potential exposure of harmful vehicle pollutants, as well as reduce potential contamination of interior air quality. Careful consideration of the location of openable and un-openable windows, prevailing wind direction and daylighting shall be made during design of the development so as not to substantially diminish comfortability and livability of the residential development or other sensitive receptor. Development and building design shall be reviewed and approved by the City Planning and Building Department prior to approval of a development permit.</p> <p>MM AQ-5f. <u>Development Design, Siting, and Setbacks</u>: Where appropriate, the Applicant of land uses that include sensitive populations shall develop the site such that open spaces (i.e., walkways, alley ways, streetways, and other non-sensitive open</p> |                 |



| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |  |                                       |
|---|--|---------------------------------------|
| <b>Impact</b>   | <b>Mitigation Measure</b>  | <b>Residual Impact</b>                |
|   | space land uses) are placed closest to the I-405, increasing the distance of sensitive receptors from the pollutant source. The setback of sensitive receptors remains the most certain method for reducing health risk from traffic pollution exposure. Development and site design shall be reviewed by the City Planning and Building Department prior to approval of a development permit.   |                                       |
| AQ-6: Implementation of the Project could create objectionable odors affecting a substantial number of people (Less than Significant).  | No mitigation required   | Less Than Significant                 |
| <b>Geology and Soils</b>  |  |                                       |
| GEO-1. The Project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, expansive soils, or seismic-related ground failure (Less than Significant). | No mitigation required.  | Less Than Significant                 |
| GEO-2. Implementation of the Project could result in the construction of new structures and exposure of new land uses to areas with a high risk for liquefaction and/or subsidence (Less than Significant).   | No mitigation required.  | Less Than Significant                 |
| <b>Greenhouse Gas Emissions</b>   |  |                                       |
| GHG-1: The Project would generate GHG emissions from both mobile and operational sources, as well as short-term GHG emissions from construction that could have a significant effect on the environment (Less than Significant with Mitigation).            | <p><u>No mitigation required.</u><br/> <del>MM AQ-1a through AQ-1e shall apply.</del></p> <p><del>MM GHG-1. The Project shall include, but not be limited to, the following measures. These measures shall be incorporated into the Project design and plans to ensure consistency with adopted statewide plans and programs. The Applicant shall demonstrate the incorporation of Project design features prior to the issuance of building permits and</del></p> | Less Than Significant with Mitigation |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p>acceptance of the Development Plan by the City.</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>• To the greatest extent feasible, ensure new development within the Project area implements City programs to reduce GHG emissions, including requiring preparation of transportation demand management (TDM) plans for new development, which provide incentives to employees to carpool/vanpool, use public transportation, telecommute, walk, bike, as well as other approaches to reduce vehicle trips. Further, priority parking shall be assigned for car and van pooling employees, as supported by the City's TDM program requirements.</li> <li>• Provide pedestrian connections to the offsite circulation network.</li> <li>• Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers).</li> <li>• Limit idling time for commercial vehicles, including delivery and construction vehicles.</li> </ul> <p>Energy Efficiency</p> <ul style="list-style-type: none"> <li>• Design buildings to be energy efficient, 25 percent above Title 24 requirements.</li> <li>• Install light colored "cool" roofs and cool pavements, and strategically placed shade trees.</li> <li>• Install high efficiency lighting (25 percent reduction in lighting energy), and energy efficient heating and cooling systems.</li> <li>• Reduce unnecessary outdoor lighting.</li> </ul> <p>Area Efficiency</p> <ul style="list-style-type: none"> <li>• Install natural gas hearths.</li> </ul> |                 |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |   |                                       |
|---|---|---------------------------------------|
| <b>Impact</b>   | <b>Mitigation Measure</b>   | <b>Residual Impact</b>                |
|   | <ul style="list-style-type: none"> <li>• Use low VOC cleaning supplies.</li> <li>• Use zero VOC paint for architectural coatings.</li> </ul> <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> <li>• Install water efficient irrigation systems.</li> <li>• Utilize reclaimed and grey water for both indoor and outdoor uses.</li> <li>• Comply with Municipal Code Section 21.20.050, Landscape Standards.</li> <li>• Install water efficient fixtures (e.g. faucets, toilets, showers).</li> </ul> <p>Solid Waste</p> <ul style="list-style-type: none"> <li>• Reuse and recycle construction and demolition waste (including, but not limited to: soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>• Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas.</li> <li>• Institute recycling and composting services to reduce 75 percent of waste.</li> </ul> |                                       |
| GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs (Less than Significant).  | No mitigation required.   | Less Than Significant                 |
| <b>Hazards and Hazardous Materials</b>  |   |                                       |
| HAZ-1: Demolition and construction activities associated with the Project could create hazards to the public and environment through the release of hazardous building materials and hazardous materials or waste within the existing buildings onsite (Less than Significant with Mitigation). | MM HAZ-1. Phase I ESA. Prior to demolition of a building or structure and/or excavation of subsurface improvements, project applicants of site specific development projects in the Project area shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following:  | Less Than Significant with Mitigation |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure   | Residual Impact              |
|---|--|------------------------------|
|   | <p>ACM, LBP, and PCBs. Prior to the issuance of any demolition or excavation permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, and PCBs. If such hazardous materials are found to be present, the Applicant shall follow all applicable local, state, and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, and PCBs to ensure public safety.</p> <p>Potential Onsite Hazardous Materials or Conditions. A visual survey and reconnaissance-level investigation of the existing site shall be conducted to determine if there are any structures or features within or near the buildings that are used to store, contain, or dispose of hazardous materials or waste. For any development within the Project area that has not been subject to a Phase I ESA or successful remediation efforts in the past, a Phase I ESA shall be performed to determine the likelihood of contaminants in areas beyond what has already been assessed in accordance with USEPA ASTM Practice E 1527-05 as may be amended. If the Phase I ESA finds that contaminated soil or other hazardous materials or waste are suspected to be present within the area, the Applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of each hazardous material or waste.</p> |                              |
| <p>HAZ-2: Operations associated with the Project would increase the routine transport, use, or disposal of hazardous materials or waste (Less than Significant).</p>                                | <p>No mitigation required.</p>   | <p>Less Than Significant</p> |
| <p>HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school (Less than</p> | <p>No mitigation required.</p>   | <p>Less Than Significant</p> |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>  |   |                                       |
|--|---|---------------------------------------|
| <b>Impact</b>  | <b>Mitigation Measure</b>                               | <b>Residual Impact</b>                |
| Significant).  |   |                                       |
| HAZ-4: Land use changes anticipated under the proposed FVCSP could be located on a property that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, it would create a significant hazard to the public or the environment (Less than Significant). | <del>No mitigation required</del> MM HAZ-1 shall apply. | Less Than Significant with Mitigation |
| HAZ-5: Implementation of the Project would not expose additional workers and visitors to aircraft-related safety hazards by locating additional development within an airport land use plan or 2 miles of a public airport (Less than Significant).  | No mitigation required.                                 | Less Than Significant                 |
| HAZ-6: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less than Significant).  | No mitigation required.                                 | Less Than Significant                 |
| <b>Hydrology and Water Quality</b>   |   |                                       |
| HYD-1: Construction and Operation of the Project would result in potentially significant impacts related to increased run-off amounts and degraded water quality (Less than Significant).  | No mitigation required.                                 | Less Than Significant                 |
| HYD-2: Implementation of the Project would not significantly alter existing drainage patterns, such that substantial erosion, siltation, or flooding onsite or offsite would occur (Less than Significant).  | No mitigation required.                                 | Less Than Significant                 |
| HYD-3: The Project could interfere with groundwater recharge, resulting in potentially significant impacts to groundwater supplies and aquifer volumes (Less than Significant).  | No mitigation required.                                 | Less Than Significant                 |
| HYD-4: The Project could result in potentially significant impacts on structures placed within a floodplain (Less than Significant).   | No mitigation required.                                 | Less Than Significant                 |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |   |                                       |
|---|---|---------------------------------------|
| <b>Impact</b>   | <b>Mitigation Measure</b>   | <b>Residual Impact</b>                |
| <b>Land Use and Planning Policies</b>   |   |                                       |
| LU-1: Implementation of the Project would not result in the physical division of an established community (Less than Significant).  | No mitigation required.   | Less Than Significant                 |
| LU-2: Implementation of the Project would not result in land use compatibility issues with applicable land use plans, policy, or regulations contained within the City's General Plan as well as in the regional plans developed by the SCAG (Less than Significant with Mitigation).   | <del>MM AQ 1a through MM AQ 1e, MM AQ 2, MM AQ-5a, and MM AQ-5f shall apply.</del><br><del>MM GHG-1 shall apply.</del><br>MM N-1 shall apply.<br>MM T-1, MM T-2a through MM T-2b, and MM T-7 shall apply.   | Less Than Significant with Mitigation |
| LU-3: No Habitat Conservation Plan or Natural Community Conservation Plan has been adopted for the Project area or nearby vicinity. However, implementation of the Project may result in the loss or injury of street trees, shrubs, or plants and may interfere with existing City plans and policies requiring the protection or replacement of such resources. Development under the Project would be required to comply with City and proposed FVCSP policies regulating the loss or injury of these resources (Less than Significant). | No mitigation required.   | Less Than Significant                 |
| <b>Noise</b>  |   |                                       |
| N-1: Construction of the Project could result in significant temporary noise impacts to nearby noise-sensitive receptors (Less than Significant with Mitigation).   | MM N-1. Construction Noise Management Plan. A Construction Noise Management Plan shall be prepared by the Applicant and approved by the City prior to Grading Permit issuance. The Plan would address noise and vibration impacts and outline measures that would be used to reduce impacts. Measures would include but not be limited to: <ul style="list-style-type: none"> <li>To the extent that they exceed the applicable construction noise limits, excavation, foundation-laying, and conditioning activities shall be restricted to between the hours of 7:00 AM and <del>40:00</del> <u>8:00</u> PM Monday through</li> </ul> | Less Than Significant with Mitigation |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p>Friday, and 9:00 AM and 8:00 PM Saturdays, in accordance with Section 6.28.070 of the Fountain Valley Municipal Code</p> <ul style="list-style-type: none"> <li>• The Applicant’s construction contracts shall require implementation of the following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the Project area to reduce construction noise levels:                             <ul style="list-style-type: none"> <li>○ The Applicant and its contractors and subcontractors shall ensure that all construction equipment, fixed or mobile, is properly muffled according to manufacturer’s specifications or as required by the City’s Building and Safety Division, whichever is the more stringent.</li> <li>○ The Applicant and its contractors and subcontractors shall place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible, to the satisfaction of the Building and Safety Division.</li> <li>○ The Applicant and its contractors and subcontractors shall implement noise attenuation measures which may include, but are not limited to, noise barriers or noise blankets to the satisfaction of the City’s Building and Safety Division.</li> </ul> </li> <li>• The Applicant’s contracts with its construction contractors and subcontractors</li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p>shall include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the Project area, are located as far away from vibration- and noise-sensitive sites as possible. Contract provisions incorporating the above requirements shall be included as part of the Project's construction documents, which shall be reviewed and approved by the City.</p> <ul style="list-style-type: none"> <li>• The Applicant shall require by contract specifications that heavily loaded trucks used during construction shall be routed away from residential streets to the extent possible. Contract specifications shall be included in the proposed Project's construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</li> <li>• Meetings shall be coordinated with the management of neighboring residential areas such as Green Valley Neighborhood, Los Alamos Park Neighborhood, Adobe River Avenue Neighborhood, and R. Gisler School Neighborhood to seek solutions to minimize noise impacts. Additionally, neighboring residents would be notified of the construction schedule and upcoming high level noise events.</li> <li>• Property owners and occupants located within 500 feet of the Project area boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the Project. A sign, legible at a distance of 50 feet, shall also be posted at the</li> </ul> |                 |



| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |  |                        |
|---|--|------------------------|
| <b>Impact</b>   | <b>Mitigation Measure</b>  | <b>Residual Impact</b> |
|   | construction site. All notices and signs shall be reviewed and approved by the City prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints. |                        |
| N-2: Construction of the Project would require the use of equipment that would potentially result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels (Less than Significant). | No mitigation required.  | Less Than Significant  |
| N-3: Operation of the Project would potentially result in a significant increase in ambient noise levels due to increased traffic and associated noise (Less than Significant).   | No mitigation required.  | Less Than Significant  |
| N-4: Operation of the Project could result in exposure of persons to excessive ground-borne vibration or noise levels (Less than Significant).  | No mitigation required.  | Less Than Significant  |
| <b>Population and Housing</b>   |  |                        |
| POP-1: Land use changes occurring under the Project would result in an increase in population, employment, and visitation to the Project Area. However, this impact is less than significant.                                       | No mitigation required.  | Less Than Significant  |
| POP-2: Implementation of the Project would not displace substantial numbers of existing housing or people. Therefore, this impact is less than significant.   | No mitigation required.  | Less Than Significant  |
| <b>Public Services</b>  |  |                        |
| PUBS-1: Implementation of the Project would incrementally increase employee, resident, and visitor populations within the Project area with associated additional demands for emergency and   | No mitigation required.  | Less Than Significant  |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>  |   |                                       |
|--|---|---------------------------------------|
| <b>Impact</b>  | <b>Mitigation Measure</b>   | <b>Residual Impact</b>                |
| public safety services to maintain acceptable service ratios, response times, or other performance objectives for fire protection and police protection (Less than Significant).   |   |                                       |
| PUBS-2: New residential uses occurring under the Project are anticipated to generate students, which would incrementally increase demand for schools. However, pursuant to SB 50, AB 181, and AB 2926, the payment of developer fees to the Fountain Valley School District and Huntington Beach Union High School District would fully mitigate impacts (Less than Significant).                                    | No mitigation required.   | Less Than Significant                 |
| PUBS-3: Implementation of the Project would incrementally increase the number of residents, workers, and visitors in the Project area, which would increase demand for public parks in the vicinity of the Project area. However, pursuant to the Quimby Act, the payment of developer fees for parkland dedication would fully mitigate this impact (Less than Significant).  | No mitigation required.   | Less Than Significant                 |
| PUBS-4: Implementation of the Project would incrementally increase employee and resident populations within the Project area, which would not be expected to significantly increase demand for library facilities in the vicinity of the Project area (Less than Significant).   | No mitigation required.   | Less Than Significant                 |
| <b>Transportation, Circulation, and Traffic</b>  |   |                                       |
| T-1: Construction activities anticipated to occur under the proposed Fountain Valley Crossings Specific Plan would potentially create short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking. With implementation of a Construction Impact Mitigation | MM T-1. Construction Impact Mitigation Plan. Future development occurring under the proposed Fountain Valley Crossings Specific Plan shall be required to prepare a Construction Impact Mitigation Plan for review and approval prior to issuance of a grading or building permit to address and manage traffic during construction and shall be designed to: | Less Than Significant with Mitigation |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure   | Residual Impact |
|---|--|-----------------|
| <p>Plan, construction impacts would be less than significant with mitigation.</p> | <ul style="list-style-type: none"> <li>• Prevent traffic impacts on the surrounding roadway network;</li> <li>• Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable;</li> <li>• Ensure safety for both those constructing the project and the surrounding community; and</li> <li>• Prevent substantial truck traffic through residential neighborhoods.</li> </ul> <p>The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Planning &amp; Building, Public Works, and Police to ensure that the Construction Impact Mitigation Plan has been designed in accordance with this mitigation measure. Additionally, the plan shall be prepared and implemented in coordination with any affected agencies such as OCTA and Caltrans. The review of the plan shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:</p> <p>Ongoing Requirements throughout the Duration of Construction</p> <ul style="list-style-type: none"> <li>• A detailed Construction Impact Mitigation Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The Construction Impact Mitigation Plan shall include specific information regarding the project’s construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the</li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p>Planning &amp; Building and Public Works Departments prior to commencement of construction and implemented in accordance with this approval.</p> <ul style="list-style-type: none"> <li>• <del>Per Fountain Valley Municipal Code Section 6.28.070</del> work within the public right-of-way, deliveries, haul trips, and construction employee trips shall be performed during off-peak vehicular traffic hours between 7:00 AM and 8:00 PM Monday through Friday, and 9:00 AM to 8:00 PM on Saturday. No construction work would be permitted on Sundays and national holidays that City offices are closed. Construction work includes, but is not limited to dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit. <u>Exceptions may be made for time sensitive construction activities (e.g., pouring concrete).</u></li> <li>• <u>“Flagger” construction personnel shall be required at construction site entrances.</u></li> <li>• <u>The closure of major arterials shall be limited to non-peak vehicular traffic hours only.</u></li> <li>• Streets and equipment shall be cleaned in accordance with established Public Works requirements.</li> <li>• Trucks shall only travel on a City-approved truck route. Limited queuing may occur on the construction site itself.</li> <li>• Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum</li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p>amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.</p> <ul style="list-style-type: none"> <li>• Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.</li> <li>• Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.</li> <li>• <u>The Construction Impact Mitigation Plan shall ensure adequate emergency access is maintained throughout the duration of all construction activities. Consistent with the requirements and regulations of the MUTCD, adequate emergency access shall be ensured through measures such as coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles.</u></li> </ul> <p>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction</p> <ul style="list-style-type: none"> <li>• The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable</li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact   | Mitigation Measure   | Residual Impact   |
|--|--|---|
|  | <p>message signs, media listing/notification, Hotline number, and implementation of an approved Construction Impact Mitigation Plan) in a manner appropriate to the scale and type of projects.</p> <ul style="list-style-type: none"> <li>• A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.</li> <li>• Timely notification of construction schedules shall be provided to all affected agencies (e.g., VTA, Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.</li> <li>• Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.</li> <li>• Planning &amp; Building and Public Works Departments approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.</li> </ul> |   |
| <p>T-2: Under existing plus Project conditions, increased traffic generated by buildout (2035) of the proposed Project would increase congestion at 3 of the 20 study intersections. While the proposed Project would include transit, pedestrian, and bike improvements and a TDM Program to minimize new vehicle trips, potential peak period congestion would</p> | <p><del>MM T-2a. Fountain Valley Crossings Improvement Plan (FVCIP) Amended Implementation and Funding/Financing Strategy for the Fountain Valley Crossings Specific Plan: The City shall amend Section 3.5 of the FVCSP Implementation and Funding/Financing Strategy prepare a FVCIP, including prior to adoption of the Specific Plan. The</del></p>  | <p><del>Less Than Significant with Mitigation Temporarily Significant and Unavoidable; Less than Significant Once Mitigation is Implemented</del></p> |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure   | Residual Impact |
|---|--|-----------------|
| <p>still exceed existing City and Caltrans LOS thresholds. <u>Intersection impacts to Euclid Street &amp; Newhope Street/Northbound I-405 Ramps (Intersection #15) and Ellis Avenue/Euclid Street &amp; Southbound I-405 Ramps (Intersection #19) would be temporarily significant and unavoidable.</u> With implementation of intersection improvements, intersection impacts to all other impacted <u>intersections</u> would be less than significant with mitigation.</p> | <p><del>Specific Plan shall require to include a subsequent fee justification study, identifying costs for transportation improvements, apportion costs for improvements, and include fair share projected costs for each funded and unfunded improvement. Prior to approval of the first entitlements for a development within the Project area, the City must adopt the regular fee update schedule for identified intersection improvements. The City shall coordinate with neighboring jurisdictions to identify intersection improvements, apportion of costs for improvements, and scheduling of proposed improvements. for the proposed Fountain Valley Crossings Specific Plan area. The FVCIP would include improvements to transportation facilities needed to facilitate efficient and environmentally sustainable mobility within the Project area and surrounding vicinity, including all recommended improvements in the Specific Plan. The FVCIP shall identify improvements to facilitate all modes of travel within the planning area. The FVCIP shall be an integrated multi-modal transportation plan for capital improvements required to mitigate transportation impacts of the proposed Fountain Valley Crossings Specific Plan, including improvements to roads, intersections, transit, bike, and pedestrian facilities. The FVCIP shall contain a list of transportation projects to be undertaken and include fair share projected costs for each funded and unfunded improvement.</del></p> <p>1. <del>The FVCIP shall provide funding for transportation improvements to sufficiently serve the demands of the proposed Fountain Valley Crossings Specific Plan including new roadway connections/upgrades, transit facility upgrades, pedestrian/bicycle improvements, and TDM.</del></p> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure   | Residual Impact |
|--------|--|-----------------|
|        | <p><del>2-1. The Amended Implementation and Funding/Financing Strategy FVCIP shall:</del></p> <ul style="list-style-type: none"> <li><del>• Identify the cost of improvements to all identified transportation improvements, within the Project area and surround vicinity, needed to serve the proposed Fountain Valley Crossings Specific Plan.</del></li> <li><del>• Clearly apportion existing and projected demand on these facilities and costs between existing users, the City, and proposed future development projects.</del></li> <li><del>• Identify potential funding mechanisms for transportation infrastructure construction, including the equitable sharing of costs between new development, the City, and existing users, including development impact fees, grants, assessments, etc.</del></li> <li><del>• Identify development impact fees for all residential and non-residential projects to ensure that each project pays its fair share of public infrastructure costs.</del></li> <li><del>• Include a regular fee update schedule, consistent with the City's Capital Improvement Program.</del></li> <li><del>• Require the first update of the FVCIP within five years following adoption of the proposed Fountain Valley Crossing Specific Plan.</del></li> </ul> <p>MM T-2b. Intersection Improvements Impact Fee: At the intersection of Talbert Avenue &amp; Mt. Washington Street (Intersection #12), a traffic signal shall be installed along with a restriping of the westbound approach to convert the existing right-turn lane into a shared through/right turn lane. Additionally, the six-point stop-controlled intersection, within the Costco parking lot, shall be reconfigured into a standard four</p> |                 |



| Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)  |  |  |
|---|--|--|
| Impact  | Mitigation Measure   | Residual Impact                                    |
|   | leg intersection by removing the northern eastbound and westbound approaches. In accordance with MM T-2a, these improvements shall be included in <u>FVCIP Implementation and Funding/Financial Strategy</u> and development project applicants within the Project area shall pay a fair share contribution towards these improvements. The fair share fee shall be evaluated based on based on a metric approved by the City (e.g. dwelling units, acreage, square footage, ADT, etc.). |  |
| T-3: Increased traffic generated by buildout of the proposed Fountain Valley Specific Plan would increase congestion at 11 freeway facilities, resulting in significant and unavoidable impacts.  | <u>No mitigation feasible.</u>   | Significant and Unavoidable                        |
| T-4: Project generated increases in traffic could incrementally increase delays at the intersections of residential roads with local arterials in the Project vicinity, <u>degrading the effectiveness and performance of the circulation system.</u> However, such increases in delays at residential side streets would be incremental and would not exceed established thresholds. Therefore, impacts would be adverse, but less than significant.   | <u>No mitigation required.</u>   | Less Than Significant                              |
| T-5: <del>Project implementation would increase demand for public transit, bicycle, and pedestrian facilities. This increased demand would be balanced by improvements to such facilities proposed as part of the Project, and funded through MM T-2a above. Therefore, the Project would be consistent with adopted policies, plans, and programs and impacts would be less than significant with mitigation. The proposed Project would not substantially disrupt alternative transportation and impacts would be less than significant without mitigation.</del> | <del>MM T-2a shall apply.</del><br><u>No mitigation required.</u>  | Less Than Significant with Mitigation              |
| T-6: <del>Under Future Year cumulative conditions, buildout</del>   | <del>MM T-1 shall apply.</del>   | <del>Significant and Unavoidable</del> <u>Less</u> |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact  | Mitigation Measure  | Residual Impact   |
|---|---|---|
| <p>of the Specific Plan, would contribute incrementally to cumulative increases in traffic generated by approved and pending projects and background traffic growth through year 2035. The intersection of MacArthur Boulevard &amp; Harbor Boulevard would experience increases in V/C ratio that would exceed thresholds in the PM peak hours. Impacts would be significant and unavoidable. The Project would contribute towards potential cumulative short-term traffic impacts due to congestion from construction vehicles (e.g., construction trucks, construction worker vehicles, equipment, etc.), traffic lane and sidewalk closures, and loss of on-street parking. With implementation of a Construction Impact Mitigation Plan, construction impacts would be less than significant with mitigation.</p>  |   | <p><u>than Significant with Mitigation</u></p>  |
| <p>T-7: Under Future Year (2035) cumulative conditions, Project generated traffic would contribute considerably to increased congestion at 4 of the 20 study intersections. While multiple improvements to transportation facilities, including transit, pedestrian, and bike facilities are assumed to be completed by 2035, potential peak period congestion would still exceed City and Caltrans LOS thresholds. Intersection impacts to MacArthur Boulevard &amp; Harbor Boulevard (Intersection #13) <u>would be significant and unavoidable.</u> <del>and</del> Impacts at Euclid Street &amp; Newhope Street/Northbound I-405 Ramps (Intersection #15) would be <u>temporarily significant and unavoidable before implementation of the planned roadway improvements.</u> Impacts at Intersection #15 would be <u>reduced to less than significant once planned improvements by other agencies have been implemented.</u> With implementation of additional intersection improvements, <del>three of the four impacted</del> <u>all other impacted</u> intersections would be improved to less</p> | <p>MM T-2a through T-2b shall apply.</p> <p>MM T-7. Intersection Modifications: At the intersection of Ellis Avenue &amp; Ward Street, capacity improvements such as conversion to standard protected signal phasing, green times, and restriping of the northbound approach to include one left turn lane, one through lane, and two right turn lanes shall be considered and reviewed prior to final design on the intersection. In accordance with MM T-2a, the approved improvements shall be included in <u>FVCSP the Implementation and Funding/Financing Strategy</u> and development project applicants within the Project area shall pay a fair share contribution towards these improvements based on a metric approved by the City (e.g., dwelling units, acreage, square footage, ADT, etc.).</p> | <p><del>Less Than Significant with Mitigation</del> <u>Significant and Unavoidable; Less than Significant with Mitigation</u></p> |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |  |  |
|---|--|--|
| <b>Impact</b>   | <b>Mitigation Measure</b>  | <b>Residual Impact</b>                       |
| than significant with mitigation.   |  |  |
| T-8: Under cumulative conditions, project-related traffic from buildout of the Specific Plan would cumulatively contribute to congestions at 44 <u>7</u> freeway facilities. Operational conditions at freeway facilities in the Project area and surrounding vicinity would be depleted beyond thresholds. Therefore, impacts to freeway facilities would be a significant and unavoidable impact. | <u>No mitigation feasible.</u>   | Significant and Unavoidable                  |
| <b>Utilities</b>  |  |  |
| UT-1: Implementation of the proposed Project would not exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) (Less than Significant).  | No mitigation required.  | Less Than Significant                        |
| UT-2: Implementation of the proposed Project would result in an increase in wastewater generation; however, increased wastewater generation would not exceed the treatment capacity of existing wastewater facilities (Less than Significant).  | No mitigation required.  | Less Than Significant                        |
| UT-3: Implementation of the proposed Project may require or result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant).   | <del>No mitigation required.</del><br><br><u>MM UT-3. FVCSP Utility Infrastructure Financing Program: The City shall ensure adequate financing for funding of infrastructure improvements to serve the FVCSP through implementation of the FVCSP Utility Infrastructure Financing Program, including preparation of an AB 1600 fee justification study, for the FVCSP area. The Financing Program shall be developed prior to the approval of the first entitlements for a development within the Project area, following adoption of the Project. All new development within the FVCSP shall be conditioned to be subject to payment of its fair share of any impact fees identified under this program. The City</u> | Less Than Significant <u>with Mitigation</u> |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact   | Mitigation Measure   | Residual Impact              |
|--|--|------------------------------|
|  | <p><u>shall determine the costs of and establish a funding program for the following capital improvements to upgrade water and wastewater delivery as needed to serve the demands of new land uses anticipated to occur under the FVCSP.</u></p> <p><u>The Program shall also:</u></p> <ul style="list-style-type: none"> <li><u>a. Identify the cost of improvements to or replacement of undersized water and wastewater lines within the FVCSP area needed to serve the Project.</u></li> <li><u>b. Clearly apportion existing and projected demand on these facilities and costs between existing users, the City and proposed future development.</u></li> <li><u>c. Identify potential funding mechanisms for sewer and water line construction, including the equitable sharing of costs between new development, the City and existing users, including development impact fees, grants, assessments, etc.</u></li> <li><u>d. Identify development impact fees for all residential and non-residential development to ensure that development pays its fair share of public infrastructure costs.</u></li> <li><u>e. Include a regular fee update schedule, consistent with the City's Capital Improvement Program.</u></li> </ul> |                              |
| <p>UT-4: Implementation of the proposed Project may require or result in the construction of new stormwater drainage or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant).</p> | <p>No mitigation required.</p>   | <p>Less Than Significant</p> |
| <p>UT-5: The proposed Project would increase the</p>   | <p>No mitigation required.</p>   | <p>Less Than Significant</p> |

| <b>Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)</b>   |   |  |
|---|---|--|
| <b>Impact</b>   | <b>Mitigation Measure</b>   | <b>Residual Impact</b>                       |
| demand for water; however, this demand would be adequately met by existing and planned future water supplies (Less than Significant).   |   |  |
| UT-6: Implementation of the proposed Project may require or result in the construction of new water facilities or expansion of existing facilities; however, the construction of these facilities would not result in substantial environmental effects (Less than Significant).  | <del>No mitigation required.</del><br><u>MM UT-3 shall apply.</u> | Less Than Significant <u>with Mitigation</u> |
| UT-7: The proposed Project would potentially increase solid waste generation within the Project area; however, existing sorting and disposal facilities currently possess sufficient capacity to accommodate additional Project solid waste generation (Less than Significant).   | No mitigation required.   | Less Than Significant                        |
| UT-8: Due to existing and proposed City programs, implementation of the proposed Project would not result in the generation of waste in a manner which may potentially conflict with federal, state, and local statues and regulations related to solid waste (No Impact).  | No mitigation required.   | No Impact                                    |
| <b>Energy Conservation</b>  |   |  |
| EC-1: The proposed Project would increase energy demand, but would not result in wasteful, inefficient, or unnecessary consumption of energy. Implementation of standard regulations, as well as conformance with the City adopted 2013 California Energy Code, California Green Building Standards Code, and policies of the City General Plan would reduce potential impacts (Less than Significant). | No mitigation required.   | Less Than Significant                        |
| EC-2: Implementation of the proposed Project would not constrain local or regional energy supplies, necessitating the construction of new or expansion of existing electrical generation or transmission facilities   | No mitigation required.   | Less Than Significant                        |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact   | Mitigation Measure   | Residual Impact                              |
|--|--|--|
| (Less than Significant).   |  |  |
| EC-3: Implementation of the proposed Project would require new development within the Project area to comply with federal, state, or local regulations governing the use and conservation of energy resources (Beneficial).  | No mitigation required.  | Less Than Significant                        |
| <b><u>Tribal Cultural Resources</u></b>  |  |  |
| TCR-1: Implementation of the proposed Project has <u>the limited potential to result in the distribution of tribal cultural resources; however, with implementation of mitigation requiring the presence of a Native American Monitor, impacts to potentially undiscovered tribal cultural resources would be less than significant with mitigation.</u> | <p>MM TRC-1a. <u>Pre-Construction Training: For individual discretionary development projects, pre-construction training for construction personnel shall be conducted prior to commencement of any grading or other development activities. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (2008) and approved by the City, shall conduct tribal cultural resources identification and protocol training prior to site disturbance activities. Construction personnel shall be informed of the types of archaeological or tribal cultural resources that may be encountered, and of the proper protocols for agency notification. Construction personnel shall attend the training and shall retain documentation demonstrating attendance.</u></p> <p>MM TRC-1b. <u>In the event of any inadvertent discovery of archaeological or tribal cultural resources during construction, ground-disturbing activities shall be suspended until an evaluation is performed. The project applicant shall retain a qualified registered professional archaeologist (RPA) and a qualified Native American Monitor selected by the City. The City's selection of a Native American Monitor will be based on cultural affiliation with the project area, which may include consultation with the NAHC. In the event of discovery, construction personnel shall notify the City, the RPA, and Native</u></p> | <u>Less Than Significant with Mitigation</u> |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p><u>American Monitor. The RPA and Native American Monitor shall evaluate the significance of the discovery pursuant to the Treatment Plan procedures outlined in MM TCR-1c, below. Work shall not resume until authorization is received from the City. If human remains are found, in compliance with California Health and Safety Code Section 7050.5, all ground disturbances must cease and the County Coroner must be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin by the Coroner, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction. MM TCR-1c. Archaeological Data Recovery: If cultural resources are encountered during development activities, the City shall implement a Cultural Resources Treatment Plan to address resource identification, significance evaluation, and any necessary mitigation. The Treatment Plan shall be prepared by a City-approved RPA and a City-approved Native American Monitor, and at a minimum shall include:</u></p> <ul style="list-style-type: none"> <li>• <u>A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area;</u></li> <li>• <u>A context for evaluating resources that may be encountered during construction;</u></li> <li>• <u>A research design outlining important prehistoric and historic-period themes and research questions relevant to the known or anticipated sites in the study area;</u></li> <li>• <u>Specific and well-defined criteria for</u></li> </ul> |                 |

**Table ES-2. Project Impacts, Mitigation Measures, and Residual Impacts (Continued)**

| Impact | Mitigation Measure  | Residual Impact |
|--------|---|-----------------|
|        | <p><u>evaluating the significance of discovered remains; and</u></p> <ul style="list-style-type: none"> <li>• <u>Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources.</u></li> </ul> <p><u>The City, in its discretion and supported by substantial evidence, may also determine that a resource is significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. If the RPA determines that the find may qualify for listing in the California Register, the site shall be avoided or the resource preserved in place, or if avoidance or preservation in place is not determined feasible, a data recovery plan shall be developed. The preferred mitigation shall be to avoid the resource or preserve in place. Any required testing or data recovery shall be directed by a qualified RPA and Native American Monitor prior to construction being resumed in the affected area. The Treatment Plan shall also include submission of a final technical report, funded by the developer and approved by the City.</u></p> |                 |



**Table ES-3. Comparison of Alternatives to the Proposed Project**

| <b>Resource Area Impacts</b>             | <b>Proposed Project</b>               | <b>No Project</b>                                    | <b>No Housing</b>  | <b>Intensified Office and Residential Buildout</b>            |
|--|---------------------------------------|--|--|---|
| Aesthetics and Visual Resources          | Less than Significant                 | Similar and slightly greater (Less than Significant) | Similar (Less than Significant)  | Greater (Significant and Unavoidable)                         |
| Air Quality                              | Less than Significant with Mitigation | Less (Less than Significant)                         | Incrementally Less (Less than Significant with Mitigation)                 | Incrementally Greater (Less than Significant with Mitigation) |
| Geology & Soils                          | Less than Significant                 | Similar (Less than Significant)                      | Similar (Less than Significant)  | Similar (Less than Significant)                               |
| Greenhouse Gas Emissions                 | Less than Significant with Mitigation | Less Similar (Less than Significant)                 | Incrementally Less or Similar Less (Less than Significant with Mitigation) | Incrementally Greater (Less than Significant with Mitigation) |
| Hazards and Hazardous Materials          | Less than Significant with Mitigation | Less (Less than Significant)                         | Similar (Less than Significant with Mitigation)                            | Similar (Less than Significant with Mitigation)               |
| Hydrology and Water Quality              | Less than Significant                 | Similar (Less than Significant)                      | Similar (Less than Significant)  | Similar (Less than Significant)                               |
| Land Use and Planning                    | Less than Significant with Mitigation | Incrementally Greater (Less than Significant)        | Incrementally Greater (Less than Significant with Mitigation)              | Greater (Significant and Unavoidable)                         |
| Noise                                    | Less than Significant with Mitigation | Incrementally Less (Less than Significant)           | Incrementally Less (Less than Significant with Mitigation)                 | Similar or Incrementally More (Less than Significant)         |
| Population and Housing                   | Less than Significant                 | Less (Less than Significant)                         | Less (Less than Significant)   | Incrementally Greater (Less than Significant)                 |
| Public Services                          | Less than Significant                 | Less (Less than Significant)                         | Incrementally Less (Less than Significant)                                 | Incrementally Greater (Less than Significant)                 |
| Transportation, Circulation, and Traffic | Significant and Unavoidable           | Less Greater (Significant and Unavoidable)           | Similar Incrementally Less (Significant and Unavoidable)                   | Greater (Significant and Unavoidable)                         |
| Utilities and Energy Resources           | Less than Significant                 | Less (Less than Significant)                         | Less (Less than Significant)   | Greater (Less than Significant)                               |
| Tribal Cultural Resources                | Less than Significant with Mitigation | Greater (Significant and Unavoidable)                | Similar (Less than Significant with Mitigation)                            | Similar (Less than Significant with Mitigation)               |
| Project Objectives Met?                  | Yes                                   | No   | Objectives Partially Met   | Most Objectives Met   |

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