

Appendix I

Mitigation, Monitoring and Reporting Program

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Potential Impacts	City Policies and Implementation Measures	Mitigation Measures	Level of Significance after Mitigation
5.1 Air Quality			
a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?	N/A	<p>MM AQ-1- Prior to issuance of grading permits, Project applicants shall prepare and submit a technical assessment evaluating potential Project construction-related air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD’s most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during construction activities to below applicable significance thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> Require construction equipment that meets or exceeds CARB Certified Tier 3 or Tier 4 engine standards. 	Significant unavoidable impact.

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		<ul style="list-style-type: none"> • Limit the idling time of diesel off-road construction equipment to no more than five (5) minutes. • Require the use of “Super-Compliant” low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, projects may utilize building materials that do not require the use of architectural coatings. • The Construction Contractor shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site, if available rather than electrical generators powered by internal combustion engines. • The Construction Contractor shall require the use of alternative fueled, engine retrofit technology, after-treatment products (e.g., diesel oxidation catalysts, diesel particulate filters), and/or other options as they become available, including all off-road and portable diesel-powered equipment. • The Construction Contractor shall require that construction equipment be maintained in good operation condition to reduce emissions. The Construction Contractor shall ensure that all construction equipment is being properly serviced and maintained as per the 	

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		<p>manufacturer’s specification. Maintenance records shall be available at the construction site for City verification.</p> <p>MM AQ-2: Prior to issuance of a grading permit, Project applicants shall prepare and submit a technical assessment evaluating potential Project operation air quality impacts (regional and localized) to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD’s most recent adopted thresholds of significance, the City shall require that applicants for new development projects incorporate all feasible mitigation measures to reduce air pollutant emissions during operational activities to below the applicable significance thresholds. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce operational emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; 	

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		<ul style="list-style-type: none"> • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. • Landscaping palette emphasizing drought tolerant plants; • Use of water-efficient irrigation techniques; • U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets 	

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		<p>(HETs), and water-conserving shower heads.</p> <ul style="list-style-type: none"> Applicants for residential within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, roadways, and rail lines with traffic volumes over 10,000 vehicle per day), as measured from the property line of the Project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Buena Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of CEQA and the SCAQMD. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM10 concentrations exceed 2.5 microgram per cubic meter ($\mu\text{g}/\text{m}^3$), PM2.5 concentrations exceed 2.5 $\mu\text{g}/\text{m}^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: <ul style="list-style-type: none"> Air intakes located away from high volume roadways and/or truck loading zones. 	

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		<ul style="list-style-type: none"> • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters (e.g., MERV 13 or better). 	
<p>b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p><u>General Plan Policies</u> CS-15.1: Ensure industrial and commercial land uses meet existing SCAQMD air quality thresholds by adhering to established rules and regulations. CS-15.2: Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. CS-16.1: Strive to relieve traffic congestion and improve the efficiency of the City’s transportation and circulation network in an effort to improve air quality. CS-16.2: Improve signal coordination at major intersections and deficient intersections to reduce emissions and traffic queuing. CS-17.1: Continue to support programs which are designed to reduce air pollution within Buena Park and those sources of pollution located outside its planning boundaries which adversely affect the City. CS-17.2: Coordinate with the California Department of Transportation (Caltrans) and consider adopting Transportation Control Measures (TCM) in compliance with SCAQMD goals. CS-17.4: Encourage employers to implement the following programs to reduce trips and vehicle miles traveled:</p>	<p>MM AQ-1 and MM AQ-2</p>	<p>Significant unavoidable impact.</p>

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	<ul style="list-style-type: none"> • Transit subsidies; • Bicycle facilities; • Alternative work schedules; • Ridesharing; • Telecommuting and work-at-home programs; • Employee education; and • Preferential parking for carpools/vanpools. <p>CS-17.5: Monitor the progress of, and implement the actions related to SCAQMD Rule 2301 - Control of Emissions from New or Redevelopment Projects which is designed to mitigate emission growth from new residential, commercial, industrial, and institutional development, and redevelopment projects.</p> <p>CS-18.4: Work with the Orange County Transportation Authority (OCTA) to minimize vehicle miles traveled and encourage the use of public transit, such as Metrolink or Bus Rapid Transit.</p> <p>CS-20.1: Reduce air emission contributions through the use of alternate vehicular travel and alternative fuels, whenever possible.</p> <p>CS-20.4: Expand and promote the use of bus, rail, and other forms of transit or telecommuting within the City to further reduce pollutants.</p> <p>CS-20.5: Encourage the use of lowest emission technology buses in public transit fleets.</p> <p>CS-20.6: Consider the adoption of a policy that provides a preference to contractors using reduced emission equipment for City construction</p>		

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	<p>projects as well as for City contracts for services (e.g., garbage collection).</p> <p>CS-20.7: Encourage developments and street systems that support the use of Neighborhood Electric Vehicles (NEV).</p>		
<p>c) Would the Project expose sensitive receptors to substantial pollutant concentrations?</p>	<p><u>General Plan Policies</u></p> <p>CS-15.3: Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions.</p> <p>N-2.5: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.</p> <p>N-3.9: Incorporate noise reduction features for items such as but not limited to parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.</p> <p><u>Implementation Measures</u></p> <p>CS-34: Develop and implement mapping and inventory resources to identify sensitive receptors and sources of air pollution throughout the City.</p>	<p>In addition to MM AQ-1 and MM AQ-2 previously stated in this section, the following mitigation measures will apply to future development:</p> <p>MM AQ-3 : Site specific health risk analysis is required under the following circumstances:</p> <ul style="list-style-type: none"> • Projects that are located less than 450 feet from the traveled roadway of the 1-5 of CA-91 freeways. • Projects where construction activities would occur over an area greater than 5 acres at any given time. • Projects where sensitive receptors are located less than 5 meters (16 feet) from construction activities. • Construction activities where all equipment does not meet at least CARB Teir 4 Final emission standards; or • Projects for which the expected duration or equipment mix would differ significantly than those detailed in the Health Risk Assessment Report located in Appendix B of this document. <p>MM AQ-4: Minimum Efficiency Reporting Value (MERV) 13 or better air filtration systems shall be installed for projects located greater than 450 feet</p>	<p>Significant unavoidable impact.</p>

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		away from the traveled roadway of the 1-5 or CA-91 freeways.	
d) Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people).	<p><u>SCAQMD Rule 402- Nuisance</u></p> <p><u>General Plan Policies</u> LU-7.4: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.</p> <p><u>Implementation Measures</u> CS-42 Provide efficient and effective waste collection services. CS-45 Provide conveniently located public litter containers on public streets and in large public venues and strategically located recyclable materials containers.</p>	No Mitigation Required	Less Than Significant Impact
5.2 Biological Resources			
b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	N/A	No Mitigation Required	Less than Significant Impact
c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool,	N/A	No Mitigation Required	Less Than Significant Impact

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coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	N/A	<p>MM BIO-1: Conduct a Pre-Construction Nesting Bird Survey: To ensure avoidance of impacts to nesting birds, vegetation removal, tree (native or exotic) trimming activities, and ground disturbance should occur outside of the nesting bird season (February 1 – August 31). If avoidance of the nesting bird season is not feasible, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than 7 days prior to the start of any vegetation removal or ground disturbing activities to maintain compliance with the MBTA and CFGC and ensure that impacts to nesting birds do not occur. The qualified biologist shall survey suitable nesting habitat within the Project site and within a biologically defensible buffer distance surrounding the Project area for the presence of nesting birds and should provide documentation of the surveys and findings to the City for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the active nest shall be estimated and the qualified biologist should establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of construction</p>	Less than significant impact.

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		activity and sensitivity of the species. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project related activities within the “no disturbance” buffer may occur.	
5.3 Greenhouse Gas Emissions			
a) Would the Project generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	N/A	See MM AQ-1 and MM AQ-2	Significant unavoidable impact
b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	N/A	See MM AQ-1 and MM AQ-2	Significant unavoidable impact
5.4 Hazards and Hazardous Materials			
a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal or hazardous materials?	<p><u>General Plan Policies</u> SAF-4.1: Strictly enforce Federal, State, and local laws and regulations relating to the use, storage, and transportation of toxic, explosive, and other hazardous and extremely hazardous materials to prevent unauthorized discharges.</p> <p><u>Implementation Measures</u> SAF-9: Inform Caltrans and transporters of hazardous materials of alterations to the truck routes within the City. SAF -10: Regularly update the City’s Hazardous Waste Management Plan. SAF-13: Continue to conduct periodic inspections of all businesses using or storing hazardous</p>	No further mitigation is required beyond compliance with the proposed and existing General Plan Policies and Implementation Measures.	Less than Significant Impact.

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	<p>materials to ensure safe practices and improve communications with business personnel.</p> <p>SAF-15: Review and update regulations for the production, use, storage, disposal, transport, and treatment of hazardous materials to reduce risk to human and environmental health.</p> <p>SAF-16: Continue to publicize and conduct semi-annual household hazardous waste round-ups.</p>		
<p>b-c) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, within one-quarter mile of an existing or proposed schools?</p> <p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>	<p><u>General Plan Policies</u></p> <p>LU-14.6: Refer to the Airport Land Use Commission, for a determination of consistency with the Airport Environs Land Use Plan, any proposed development which would pierce the imaginary surfaces for the Fullerton Municipal Airport or the Joint Forces Training Base Los Alamitos, as defined in the Federal Aviation Regulation Part 77.</p> <p>LU-14.7: Building heights shall comply with FAR Part 77 Imaginary Surfaces for the Fullerton Municipal Airport or Joint Forces Training Base Los Alamitos.</p> <p>LU-19.44: Ensure new development and redevelopment are compatible with the Airport Environs Land Use Plan for the Fullerton Municipal Airport.</p> <p><u>Implementation Measures</u></p> <p>SAF-12: Require that businesses located within 0.25-mile or less from a residential neighborhood, or 0.50-mile from a critical care facility follow the strictest guidelines possible regarding the handling, storage, containment, and</p>	<p>No further mitigation is required beyond compliance with the proposed and existing General Plan Policies and Implementation Measures.</p>	<p>Less than Significant Impact.</p>

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	transportation of extremely hazardous substances.		
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>		<p>MM HAZ-1: Prior to issuance of a Grading Permit, a Phase I Environmental Site Assessment shall be prepared in accordance with ASTM Standards and Standards and Practices for AAI, in order to investigate the potential existence of site contamination. Any site-specific uses shall be analyzed according to the Phase I Environmental Site Assessment (i.e., auto service stations, agricultural lands, etc.). The Phase I Environmental Site Assessment shall identify Specific Recognized Environmental Conditions (RECs) (i.e., asbestos containing materials, lead-based paints, polychlorinated biphenyls, etc), oil wells, which may require remedial activities prior to construction.</p> <p>MM HAZ-2: Prior to potential remedial excavation and grading activities, impacted areas shall be cleared of all maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, miscellaneous stockpiled debris (e.g., scrap metal, pallets, storage bins, construction parts), above ground storage tanks, surface trash, piping, excess vegetation and other deleterious materials. These materials shall be removed off-site and properly disposed of at an approved disposal facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. In the event concentrations of</p>	<p>Less than significant impact.</p>

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		<p>materials are detected above regulatory cleanup levels during demolition or construction activities, the project Applicant shall comply with the following measures in accordance with Federal, State, and local requirements:</p> <ul style="list-style-type: none"> • Excavation and disposal at a permitted, off-site facility; • On-site remediation, if necessary; or • Other measures as deemed appropriate by the Orange County Health Care Agency or Orange County Fire Authority. <p>MM HAZ-3: Prior to structural demolition/renovation activities, should these activities occur, a Certified Environmental Professional shall confirm the presence or absence of ACM's and LBPs. Should ACMs or LBPs be present, demolition materials containing ACMs and/or LBPs shall be removed and disposed of at an appropriate permitted facility.</p>	
<p>f) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>		<p>MM HAZ-4: Prior to construction, future developers shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:</p> <ul style="list-style-type: none"> • At least one unobstructed lane shall be maintained in both directions on surrounding roadways. • At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other 	<p>Less than significant impact.</p>

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		appropriate traffic controls to allow travel in both directions. <ul style="list-style-type: none"> If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes. <p>MM HAZ-5: The City Planning Department shall consult with the City’s Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary land or roadway closures.</p>	
5.5 Land Use and Planning			
a) Would implementation of the Project physically divide an established community?	N/A	No mitigation required.	Less than significant impact.
b) Would implementation of the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Refer to the General Plan Consistency Analysis identified in Tables 5.4-3 of Section 5.5 Land Use Element of this EIR.	No mitigation required.	Less than significant impact.