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Table ES-3 NOP and Scoping Meeting Comment Summary

Janet Eyring (5/29/13)	Transportation and Traffic, Alternatives	Traffic and circulation impacts, including pedestrian safety. Off-site alternatives.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Scoping Meeting			
Comment Type	Comment Summary		Issue Addressed In:
Traffic and Circulation	Traffic volumes fluctuate throughout the day. The project traffic study should consider peak hour traffic impacts, especially on Commonwealth and State College		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	A traffic study was prepared for another project near the freeway (and/or for the freeway). Will this traffic study, including traffic volumes identified from this/these other reports be considered in the CollegeTown traffic study?.		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Are traffic lights in the area synchronized?		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Will there be more parking spaces in the future than there are now? Will the Project increase parking impacts?		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	CollegeTown will result in demand for additional parking spaces. If additional parking is required for new uses only, how will the existing lack of parking be addressed?		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation, Alternatives	Concerned about pedestrian safety. How will the Project impact pedestrian safety from an increase in both pedestrian traffic and vehicle traffic at State College/Nutwood and the Nutwood/Placentia intersections. (Nutwood has a lot of students walking under the 57 freeway to Placentia.) The EIR should consider an alternative that includes a pedestrian bridge over Nutwood Avenue.		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Traffic and Circulation	Concerned with the closure of Nutwood. Will the Nutwood on-off ramps be closed? The EIR should consider the delay caused to the freeway on- and off-ramps from the closure of Nutwood Avenue.		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description	Who will own the Nutwood right-of-way (ROW).		Chapter 3, *Project Description.*
Traffic and Circulation	Traffic counts should be conducted when school is in session, not during summer.		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Will the traffic study evaluate how college traffic accesses the site?		Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)

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Comment Type	Comment Summary	Issue Addressed In:
Traffic and Circulation	The traffic study should consider secondary effects of traffic in the neighborhood to the northwest: Nutwood Avenue/Mountain View Place intersection and impacts (on Dorothy Lane) near Troy High School as a result of traffic associated with the drop off of high school students. Concerned about congestion at these existing intersections and how the project will increase impacts.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Traffic counts should be taken at the beginning of the semester.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned about traffic impacts from an increase in traffic volumes on State College Boulevard and Nutwood Avenue. There are intersection(s) on Nutwood and Chapman that are difficult to exit when traffic is heavy. Will intersections be widened?	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned about traffic impacts to the intersection of Acacia/Chapman, especially with neighborhood traffic being directed to Chapman.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation, Alternatives	Study the impact of closing Nutwood Avenue. Look at an alternative that locates the park on Cal State Fullerton campus instead of closing Nutwood.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Alternatives	Consider an alternative that involves a pedestrian overpass instead of closing Nutwood.	Chapter 7, *Alternatives to the Proposed Project*.
Noise	Wants quiet neighborhood without impacts. Concerned about an increase in density causing impacts (e.g., noise).	Section 5.9, *Noise* (see also Noise Modeling – Appendix K)
Traffic and Circulation	The Traffic Study should evaluate intersections near Acacia Elementary School, Ladera Junior High, and Rosary High School. Concerned about project traffic plus traffic from other schools in the area, such as Acacia Elementary, Ladera Vista Junior High, Rosary High School.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	The EIR should evaluate parking from college students impacting the neighborhoods.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Will there be more freeway construction in addition to what is going on now?	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned about the increase in density causing additional traffic impacts. Increases in traffic congestion may divert traffic. Chapman Ave/State College is congested and is difficult to turn left. Traffic may be diverted to Commonwealth too. Concerned with traffic impacts from Closure of Nutwood, State College Boulevard, Commonwealth, and San Carlos Street. Traffic from athletic events may generate more traffic and may make it even more difficult to get out of the neighborhoods during peak times of the day.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)

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Comment Type	Comment Summary	Issue Addressed In:
Traffic and Circulation	Concerned with pedestrian safety. There are a lot of accidents at the intersection of Commonwealth/Chapman. There are only 3 crosswalks. There is a lot of foot traffic from students parking in the neighborhood and walking to campus.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Need more crosswalks.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description	Concerned about the use of eminent domain to realize the plan, specifically, the proposed extension of College Place to State College which goes through private property.	Chapter 3, *Project Description*
Traffic and Circulation, Alternatives	Concerned about closure of Nutwood. Should evaluate other alternatives such as building two bridges over the roadway.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Project Description	Closure of Nutwood should be put to a vote by city residents.	Chapter 3, *Project Description*
Traffic and Circulation, Alternatives	Requests a map that identifies traffic volumes that would be diverted to Chapman Avenue. Proposes an alternative that looks at a pedestrian bridge over Nutwood in lieu of closing Nutwood, similar to the pedestrian bridge that was there previously.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Project Description	What is the projected enrollment of the colleges in the next 10 years? Trend towards on-line classes mean there may not be more students on campus, therefore making the closure of Nutwood and the Specific Plan unnecessary	Chapter 3, *Project Description*
Traffic and Circulation, Alternatives	Concerned with the closure of Nutwood. Proposes an overpass bridge or an underground tunnel as an alternative.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L), and Chapter 7, *Alternatives to the Proposed Project*.
Project Description	Why are properties west of State College not included in the Specific Plan project area?	Chapter 3, *Project Description*
Project Description	Integrate the Fullerton Downtown Core and Corridors Specific Plan with the CollegeTown Specific Plan.	Chapter 3, *Project Description*
Alternatives	Proposes looking at alternative that allows thru traffic on Nutwood.	Chapter 7, *Alternatives to the Proposed Project*.
Public Services	Concerned with police/fire service impacts due to reduced circulation from closure of Nutwood.	Section 5.11, *Public Services*
Traffic and Circulation	Doubtful that students will not use cars despite the proposed pedestrian/bicycle amenities and network. Concerned that the increase in student population and proposed buildout will worsen traffic congestion.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned about the impact closure of Nutwood will have on businesses on Placentia east of the 57	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)

Table ES-3 NOP and Scoping Meeting Comment Summary

Comment Type	Comment Summary	Issue Addressed In:
Traffic and Circulation, Project Description	Is parking capacity being addressed with the proposed increase in development potential for both residents and visitors? Will there be more parking structures to accommodate existing and future parking needs for residents and visitors?	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L) and Chapter 3, *Project Description*
Traffic and Circulation	Supports the Specific Plan and likes that there will be less exits from 57 freeway into the neighborhood.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description, Land Use and Planning	Was there a finding for lack of student housing on/near the colleges?	Section 5.8, *Land Use and Planning,* and Chapter 3, *Project Description*
Traffic and Circulation	In considering projects around the area, the CollegeTown Specific Plan EIR should consider growth from these projects but should not assume that the light rail will materialize (i.e., do not assume a reduction in traffic from transit availability from light rail).	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description	Concerned that the Specific Plan proposes to close the frontage street along Chapman (adjacent to residences south of Chapman) which could lead to property value loss.	Chapter 3, *Project Description*
Noise	Concerned with safety impacts from an increase in noise.	Section 5.9, *Noise* (see also Noise Modeling – Appendix K)
Traffic and Circulation	Concerned with traffic impacts to other streets outside the Specific Plan area such as Dorothy Lane.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned with traffic impacts to other intersections outside the Specific Plan area such as the intersection of State College/Dorothy.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned with traffic impacts to the intersection of State College/Chapman.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description	What are the impacts on the college students and what was their feedback?	Chapter 3, *Project Description*
Project Description	Concerned about allowing certain uses, such as liquor stores and bars.	Chapter 3, *Project Description*
Project Description	Is CollegeTown considered part of the campus or not?	Chapter 3, *Project Description*
Traffic and Circulation	Concerned with traffic impacts of Nutwood closure to intersection of State College/Yorba Linda which is heavily traveled by students.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned with additional traffic on the following streets as a result of trips diverted through the neighborhood to avoid college traffic as a result of congestion caused by the project: Riverside Drive, Yorba Linda Boulevard, Fullerton Creek Road, and the intersection of Raymond/Chapman.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)

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Table ES-3 NOP and Scoping Meeting Comment Summary

Comment Type	Comment Summary	Issue Addressed In:
Traffic and Circulation	Concerned with traffic impact on Yorba Linda, especially to access shopping center near Placentia. The project would impact access on Yorba Linda Boulevard.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned with closing frontage road along Chapman Avenue. Will the Project add a lane on Chapman?	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Concerned with traffic impact to intersection of Acacia/Dorothy. Also, concerned that college students will not stay on campus or in the area thus leading to more traffic.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Project Description	Will the EIR use projections developed by CSUF? What if their projections are not valid?	Chapter 3, *Project Description*
Traffic and Circulation	Traffic generated by the project may not be local. Will the traffic analysis consider the amount of "outside" traffic that is generated by the CollegeTown project (even from as far as San Luis Obispo)?	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	EIR should consider special events held at the CSUF campus which generate non-local traffic, such as the sports events on weekdays and weekends.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Will the current traffic management plan be addressed? It is not performing well, especially in regards to parking and traffic impacts to the Acacia neighborhood (like the lack of signalized intersection at neighborhood entry). The EIR should consider this impact on neighborhoods from existing impacts and also project impacts.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Traffic and Circulation	Parking structures at Cal State Fullerton is often at capacity resulting in students parking in the neighborhoods and then walking/biking to the campus. A parking structure is needed to accommodate the increase in people. Concerned about the Nutwood closure.	Section 5.13, *Transportation and Traffic* (see also Traffic Study – Appendix L)
Alternatives	How would not closing Nutwood impact the current proposed CollegeTown plan? What elements of the design would not happen?	Chapter 7, *Alternatives to the Proposed Project*
Project Description, Public Services	Isolate the impacts of the Nutwood Closure. Evaluate an Alternative in EIR that allows Nutwood Avenue to remain open. Concerned about safety issues from closure of Nutwood Avenue.	Chapter 7, *Alternatives to the Proposed Project,* and Section 5.11, *Public Services*
Project Description	What is the market for the increased intensity and is it necessary to increase building height?	Chapter 3, *Project Description*
Project Description, Land Use and Planning	Change in the Specific Plan may result in existing land owners not being able to expand to "grandfathered use"?	Chapter 3, *Project Description,* and Section 5.8, *Land Use and Planning*
Project Description	Will City Council vote on the closure of Nutwood?	Chapter 3, *Project Description*
Project Description	Could the closure of Nutwood be determined independent of the Specific Plan?	Chapter 3, *Project Description*
Project Description	Who can initiate a request to close Nutwood?	Chapter 3, *Project Description*

Table ES-3 NOP and Scoping Meeting Comment Summary

Comment Type	Comment Summary	Issue Addressed In:
Transportation and Traffic, Project Description	Will there be one hour parking restrictions on the streets?	Chapter 3, *Project Description,* and Section 5.13, *Transportation and Traffic*
Project Description	Is anyone checking and enforcing parking restrictions?	Chapter 3, *Project Description*

1.10 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table ES-4 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance and character of the Specific Plan area.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.1-2: The proposed project could cause shade and shadow impacts on surrounding uses.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.2 AIR QUALITY			
Impact 5.2-1: The proposed project would exceed the growth assumptions identified in The Fullerton Plan and result in a substantial increase in criteria air pollutants; therefore the project would not be consistent with SCAQMD's Air Quality Management Plan.	Potentially Significant	Mitigation measures applied for Impact 5.2-2 and measures integrated into the Specific Plan to encourage use of nonmotorized or alternative modes of transportation, energy-efficient appliances, and other energy-related reductions would reduce the project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible.	Project and Cumulative Impacts are Significant and Unavoidable
Impact 5.2-2: Construction activities associated with the proposed project would generate short-term emissions in exceedance of SCAQMD'S threshold criteria. Criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the ozone, nitrogen dioxide, and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.	Potentially Significant	2-1 Applicants for new development projects within the CollegeTown Specific Plan shall require the construction contractor to use equipment that meets the United States Environmental Protection Agency (EPA)-Certified emissions standards according to the following schedule. ▪ From the end of 2011 to December 31, 2014, all project-related off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. ▪ After January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission	Project and Cumulative Impacts are Significant and Unavoidable

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 3 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.	
		2-2 Applicants for new development projects within the CollegeTown Specific Plan shall require the construction contractor to prepare a dust control plan and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM_{10} and $PM_{2.5}$ emissions. The Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. ▪ Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. ▪ During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.	

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. ▪ During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. ▪ During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. 2-3 Applicants for new development projects within the CollegeTown Specific Plan shall require the construction contractor to use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints). The construction contractor shall also use precoated/natural colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the Building Official or their designee during construction.	
Impact 5.2-3: Long-term operation of the project would generate a substantial increase in criteria air pollutant emission and cumulatively contribute to the ozone, nitrogen dioxide, and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.	Potentially Significant	Measures integrated into the Specific Plan to encourage use of nonmotorized or alternative modes of transportation, energy-efficient appliances, and other energy-related reductions would reduce the project's regional operational phase criteria air pollutant emissions to the extent feasible.	Project and Cumulative Impacts are Significant and Unavoidable
Impact 5.2-4: Construction activities associated with the proposed project would generate localized emissions of particulate matter that have the potential to exceed SCAMQD's significance criteria.	Potentially Significant	Mitigation measures applied for Impact 5.2-2 would reduce the project's localized criteria air pollutant emissions to the extent feasible.	Project and Cumulative Impacts are Significant and Unavoidable

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-5: The proposed project would not expose sensitive receptors to substantial pollutant concentrations of carbon monoxide.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.2-6: Sensitive receptors proximate to State Route 57 would be exposed to elevated concentrations of air pollutants, including diesel particulate matter.	Potentially Significant	2-4 Project Applicants for new residential projects, residential mixed-use projects, or classroom facilities within Planning Area 3 and 5[2] shall be required to: ▪ Design buildings so that the air intakes are located on the western side of the buildings and away from State Route 57. ▪ Install high efficiency Minimum Efficiency Reporting Value 13 (MERV13) filters in the intake of ventilation systems, consistent with the recommendations of the Health Risk Assessment for the CollegeTown Specific Plan. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. Prior to issuance of building permits, applicants shall submit evidence to the Community Development Department of compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of residential rental units shall maintain and replace MERV filters in accordance with the manufacture's recommendations. Manufacturers of these types of filters recommend that they be replaced after two to three months of use. The property owner shall inform renters of increased risk of exposure to particulates when windows are open. 2-5 New residential, residential mixed-use projects, or classroom facilities within Planning Area 2 (Hope International University) shall be required to: ▪ Design buildings so that the air intakes are located on the western side of the buildings and away from State Route 57. ▪ Install high efficiency Minimum Efficiency Reporting Value 9 (MERV9) filters in the intake of ventilation systems, consistent with the	Project Impacts are Significant and Unavoidable[3]

[2] Planning Area 4 is planned for office and commercial land uses and therefore this requirement would not apply. However, if residential uses were planned on Planning Area 4, this requirement would also be applicable.
[3] For exposure of residents to elevated concentrations of PM_{10} that exceed SCAQMD's incremental threshold.

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			recommendations of the Health Risk Assessment for the CollegeTown Specific Plan. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV filter. Prior to issuance of building permits, applicants shall submit evidence to the Community Development Department of compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of the dormitory units shall maintain and replace MERV filters in accordance with the manufacture's recommendations. Manufacturers of these types of filters recommend that they be replaced after two to three months of use. Hope International University or designee shall inform renters of increased risk of exposure to particulates when windows are open.	
5.3 CULTURAL RESOURCES				
Impact 5.3-1: Developments pursuant to the Specific Plan could impact buildings on the Hope International University campus, which are eligible for listing on the National Register of Historic Places and the California Register of Historic Resources.	Potentially Significant	3-1	Demolition of the building structure at 2500 Nutwood Avenue in Planning Area 2 shall be avoided to ensure conservation of an Eldon C. Davis "Googie" architectural design building.	Project and Cumulative Impacts are Significant and Unavoidable
		3-2	Prior to issuance of demolition permits for structures at 601 and 651 Titan Drive within Planning Area 2, the Hope International University shall retain a qualified architectural historian to record the buildings consistent with Historic American Building Survey standards and guidelines. The demolition of structures at 601and 651 Titan Drive shall be monitored by an Orange County–certified archaeologist to accurately document the removal of the buildings and ensure no significant pre-1964 archaeological resources are omitted from the process.	
		3-3	New buildings at 601 and 651 Titan Drive shall incorporate some of the "Googie" design elements. These features shall be identified on architectural plans and elevations submitted to the City of Fullerton Community Development Department prior to issuance of building permits.	
Impact 5.3-2: Development of projects in	Potentially Significant	3-4	Prior to issuance of grading permits for projects developed pursuant to the	Project and Cumulative

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
accordance with the Specific Plan could damage archaeological resources.		Specific Plan, project applicants shall retain an Orange County–certified archaeologist to periodically monitor all ground-disturbing activities. Before ground-disturbing activities begin, the archaeologist shall prepare an archaeological monitoring plan specifying the frequency, duration, and methods of monitoring. The archaeologist shall train construction workers regarding types of archaeological resources that could be identified in site soils. The archaeologist shall have the authority to stop grading or construction work within 25 feet of the site of any discovery of potential archaeological resources until a find can be recovered and the significance of the find identified per CEQA. All resources recovered shall be curated at the facilities of California State University, Fullerton. The archaeologist shall prepare a final report describing all identified and curated resources and submit that report to the City of Fullerton Planning and Development Services Division.	Impacts are Less Than Significant
Impact 5.3-3: The proposed project could destroy paleontological resources.	Potentially Significant	3-5 Prior to issuance of grading permits for projects developed pursuant to the Specific Plan, project applicants shall retain an Orange County–certified paleontologist to periodically monitor all ground-disturbing activities. Before ground-disturbing activities begin, the paleontologist shall prepare a paleontological monitoring plan specifying the frequency, duration, and methods of monitoring. The paleontologist shall train construction workers regarding types of fossils that could be identified in site soils. The paleontologist shall have the authority to stop grading or construction work within 25 feet of the site of any discovery of potential fossil resources until a find can be recovered and the significance of the find identified per CEQA. All resources recovered shall be curated at the facilities of California State University, Fullerton. The paleontologist shall prepare a final report describing all identified and curated resources and submit that report to the City of Fullerton Planning and Development Services Division.	Project and Cumulative Impacts are Less Than Significant
5.4 GEOLOGY AND SOILS			
Impact 5.4-1: Project residences, occupants, visitors, etc., would be subject to potential seismic-related hazards.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.4-2: Unstable geologic unit or soils	Less Than Significant	No mitigation measures are required.	Project and Cumulative

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
conditions, including soil erosion, could result due to development of the project.			Impacts are Less Than Significant
Impact 5.4-3: Soil conditions could result in risks to life or property.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: The CollegeTown Specific Plan would generate an increase in GHG but would meet the South Coast Air Quality Management District's proposed efficiency threshold.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.5-2: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6.1: Construction and operation of projects developed pursuant to the Specific Plan would involve the transport, use, and/or disposal of hazardous materials.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.6-2: The project site is included on a list of hazardous materials sites, and further review would be required for potential environmental conditions.	Potentially Significant	6-1 Project applicants that redevelop 2466 Chapman Avenue or the Five Plants Association College Park at 2501 College Place shall submit a Phase I Environmental Site Assessment (Phase I ESA) to the City of Fullerton in conformance with ASTM E-1527 prior to issuance of grading permits. The Phase I ESA shall be signed and stamped by a qualified environmental assessor. If the Phase I ESA concludes that recognized environmental conditions (RECs) or potential RECs are present, and therefore recommends preparation of a Phase II ESA (sampling and testing of soil, soil vapor, and/or groundwater, and health risk assessment), the project applicant shall also submit a Phase II ESA to the City of Fullerton prior to the issuance of grading permits. If the Phase 2 ESA recommends cleanup of soil, soil vapor, and/or groundwater, the project applicant shall have cleanup completed before	Project and Cumulative Impacts are Less Than Significant

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		approval of occupancy permits. The Phase II ESA shall also be signed and stamped by a qualified environmental assessor. Before issuance of building permits for redevelopment projects at the aforementioned sites, the appropriate response/remedial measures will be implemented in accordance with the directives of the City of Fullerton Fire Department (FFD), Orange County Health Care Agency (OCHCA), Department of Toxic Substances Control (DTSC), and/or the Regional Water Quality Control Board (RWQCB), as appropriate. If soils are encountered during site development that are suspected of being impacted by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to FFD, OCHCA, DTSC, and/or RWQCB, and the appropriate response/remedial measures will be implemented as directed by FFD, OCHCA, DTSC, RWQCB, or other applicable oversight agencies, until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained.	
Impact 5.6-3: Project development would not affect the implementation of an emergency response or evacuation plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: Development pursuant to the proposed Specific Plan would decrease the amount of impervious surfaces on the site; and would therefore, decrease surface water flows into drainage systems within the watershed.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.7-2: Operation of the Specific Plan would have the potential to result in increases in pollutant concentrations from the site; however, BMPs for storm water quality would be integrated into the storm drainage system.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-3: During the construction phase of the proposed project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the site; however, BMPs for storm water quality would be integrated into the storm drainage system.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.7-4: Dam inundation impacts to the CollegeTown Specific Plan are low.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.8 LAND USE AND PLANNING			
Impact 5.10-1: Project implementation would not divide and established community.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.10-2: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating and environmental effect.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.9 NOISE			
Impact 5.9-1: Project-related traffic would not cause a substantial increase in noise levels to sensitive uses along study area roadways.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.9-2: Compliance with the Specific Plan would ensure that long-term non-transportation noise sources would not expose sensitive receptors to levels in excess of the City of Fullerton Municipal Code standards.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.9-3: Compliance with the Specific Plan would ensure that future residential uses and outdoor use areas would not be exposed to noise levels that exceed the city's land use compatibility criteria.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Impact 5.9-4: Construction activities would temporarily increase ambient noise.	Potentially Significant	9-1	Prior to issuance of grading permits, applicants for new development within the CollegeTown Specific Plan shall submit evidence to the Community Development Department that the following noise reduction measures are stated as requirements on the construction plans and specifications: ▪ Properly maintain and tune all construction equipment to minimize noise. ▪ Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. ▪ Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours of 7:00 AM to 8:00 PM on weekdays and Saturdays, and not at all on Sundays. ▪ Construction traffic shall be limited to haul routes approved by the City of Fullerton. ▪ Stationary equipment (such as generators and air compressors), equipment maintenance and staging areas shall be located as far from classrooms residences, including the California State University Fullerton and Hope International University student dormitories, as feasible. ▪ The applicant shall designate a Construction Complaint Manager for the project. A telephone contact number will be posted at all active access points.	Project and Cumulative Impacts are Significant and Unavoidable
Impact 5.9-5: The project would generate substantial groundborne vibration.	Potentially Significant	9-2	Prior to issuance of grading permits, applicants for new development within the CollegeTown Specific Plan shall submit evidence to the Community Development Department that the following vibration reduction measures are identified as requirements on the construction plans and specifications: ▪ Pile Driving shall be prohibited within 350 feet from any residential area. Drilled piles or other construction methods shall be used as an alternative to pile driving. ▪ Vibratory rollers shall be prohibited within 100 feet of any residential use, static rollers should be employed in these areas where compacting is required. ▪ Hoe rams shall be not be used to break up concrete grade slabs within 60 feet of nearby residential uses. Concrete slabs can be sawed and	Project and Cumulative Impacts are Less Than Significant

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			lifted away to another location where they may be broken up by the hoe ram. ▪ The operation of large bulldozers and other heavy earthmoving equipment shall be minimized in areas within 60 feet of sensitive residential uses. ▪ Haul trucks shall be routed away, to the extent possible, from the nearest residential areas adjacent to the Specific Plan Area. ▪ Lay-down areas include material storing areas such as piles, steel shapes, and other heavy items. The lay-down area should be located as far as practicable from existing residential areas.	
Impact 5.9-6: Widening of Chapman Avenue could cause a substantial long-term noise increase on homes to the south.	Potentially Significant	9-3	Prior to construction of the Chapman Avenue roadway widening between State Route 57 and State College Boulevard, the City of Fullerton shall investigate the feasibility of constructing a six to eight foot sound wall along the Chapman frontage road right-of-way to mitigate the significant increase in transportation noise associated with the increase in traffic and shift in the roadway centerline further to the south. If determined to be technologically and politically feasible by the City of Fullerton, the sound wall shall be constructed prior to completion of the third east-bound and west-bound lanes on Chapman Avenue. If deemed feasible, the masonry wall shall be solid, without cutout and openings, and be constructed with a density of at least 3.5 pounds per square foot.	Project and Cumulative Impacts are Significant and Unavoidable
5.10 POPULATION AND HOUSING				
Impact 5.10-1: Implementation of the CollegeTown Specific Plan would directly result in population growth on the project site	Less Than Significant	No mitigation measures are required.		Project and Cumulative Impacts are Less Than Significant
Impact 5.10-2: Implementation of the CollegeTown Specific Plan would temporarily displace people and housing but would result in a net increase in dwelling units at project buildout.	Less Than Significant	No mitigation measures are required.		Project and Cumulative Impacts are Less Than Significant

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.11-1: Development in accordance with the proposed project would introduce new structures and residents into the FFD service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
POLICE PROTECTION			
Impact 5.11-2: Buildout in accordance to the proposed project would introduce new structures and residents into the Fullerton Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
SCHOOL SERVICES			
Impact 5.11-3: Buildout of residential developments in accordance to the CollegeTown Specific Plan would generate new students who would impact the school enrollment capacities of Fullerton School District and Fullerton Joint Union High School District.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
LIBRARY SERVICES			
Impact 5.11-4: Development in accordance with the CollegeTown Specific Plan would generate additional population, increasing the service needs for the Fullerton Public Library.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.12 RECREATION			
Impact 5.12-1: Buildout in accordance to the Specific Plan would generate 12,071 additional residents that would increase the demand of existing park and recreational facilities.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.12-2: Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities within the project site and its surrounding areas.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.13 TRANSPORTATION/TRAFFIC			
Impact 5.13-1: Project-related trip generation would impact Level of Service for the existing area roadway system.	Potentially Significant	13-1 Prior to the issuance of the first building permit pursuant to the proposed project, the City of Fullerton shall prepare a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support changes under consideration for the CollegeTown Specific Plan. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the traffic improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following traffic improvements and facilities are necessary to mitigate project impacts and shall be included, among other improvements, in the AB 1600 nexus study: ▪ *State College Boulevard at Chapman Avenue:* Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present, add westbound left-turn lane, add a northbound through lane, add a southbound through lane (including receiving lane of at least 500 feet), and add overlap right-turn phasing to all approaches. ▪ *State College Boulevard at Yorba Linda Boulevard:* Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present, restripe the east leg of the intersection to include two eastbound receiving lanes, three westbound left-turn lanes, one westbound through lane, and one westbound right-turn lane, restripe the eastbound shared through/left-turn lane to a left-turn only lane, and add a southbound right-turn lane of 200 feet by shifting the north-south	Project Impacts are Significant and Unavoidable

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		centerline easterly to accommodate the lane. This would require northbound approach and departure modifications at the intersection. ▪ *Commonwealth Avenue at Chapman Avenue:* add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present, add a westbound and eastbound through lane, and restripe northbound shared through-right lane to a right-turn only lane with overlap right-turn signal phase ▪ *State Route 57 Southbound Ramps at Chapman Avenue*: add westbound and eastbound through lane on Chapman Avenue and extend Chapman as a six-lane facility to State College Boulevard and to the east side of the freeway; restripe southbound shared left-through lane as a shared left-through-right lane; and add a right-turn lane to the eastbound approach toward the freeway. ▪ *State Route 57 Northbound Ramps at Chapman Avenue:* add an eastbound left turn lane, add a northbound left-turn lane, and add a westbound and eastbound through lane on Chapman Avenue and extend Chapman as a six-lane facility to State College Boulevard. This would require modification to the interchange structure, requiring tie-backs on the retaining walls under the bridge structure.	
		13-2 Prior to the issuance of the first building permit pursuant to the proposed project, the City of Fullerton shall update the City's Traffic Mitigation Fee Program pursuant to the AB 1600 Nexus Study identified in Mitigation Measure 13-1. The improvements are required due to potential circulation impacts associated with buildout of the CollegeTown Specific Plan. Fees are assessed when there is new construction or when there is an increase in square footage within an existing building or the conversion of existing square footage to a more intensive use. The development fees collected are applied toward circulation improvements and right-of-way acquisition. Fees are calculated by multiplying the proposed square footage, dwelling unit or hotel room by the appropriate rate. Traffic mitigation fees are included with any other applicable fees payable at the time the building permit is issued. The City will use the traffic mitigation fees to, among other things, fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in Mitigation Measure 5.13-1.	
		13-3 Prior to issuance of the first building permit pursuant to the proposed project,	

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the City shall create a CollegeTown Specific Plan Trip Monitoring program to track development intensity within the CollegeTown Specific Plan and associated vehicle trips. This program shall be used to determine the timing of necessary on- and off-site roadway improvements identified in Mitigation Measures 13-4 through 13-13. The tool shall track the amount of residential units/dorms or non-residential square footage built (Existing), the maximum amount of residential units/dorms and non-residential square footage allocated within the CollegeTown Specific Plan, and the equivalent PM peak hour trips attributed to each the land use type identified in the CollegeTown Specific Plan through preparation of a subsequent traffic study.	
		13-4 Prior to the closure of Nutwood Avenue, or prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan at 75 percent trip generation reached during the AM peak hour without the closure of Nutwood Avenue (according to the methodology specified in the traffic impact fee program), applicants of such projects shall would be required to construct the following improvements at the intersection of State College Boulevard at Yorba Linda Boulevard: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present. ▪ Restripe the eastbound shared through/left-turn lane to a left-turn only lane. ▪ Restripe the east leg of the intersection to include two eastbound receiving lanes, three westbound left-turn lanes, one westbound through lane, and one westbound right-turn lane.	
		13-5 Prior to the closure of Nutwood Avenue or prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, applicants of such projects shall would be required to construct the following improvements at the intersection of State College Boulevard at Chapman Avenue: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present. ▪ Add westbound left-turn lane.	

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ Add a northbound through lane. ▪ Add a southbound through lane (including receiving lane of at least 500 feet). ▪ Add overlap right-turn phasing to all approaches. Applicants for development projects within the CollegeTown Specific Plan in Planning Area 6 and 7 shall provide right-of-dedication on the east side of the intersection to facilitate and ensure that lane alignments are provided.	
		13-6 Prior to the closure of Nutwood Avenue or prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, applicants of such projects shall be required to construct the following improvements at the intersection of Commonwealth Avenue at Chapman Avenue: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present. ▪ Add westbound and eastbound through lane – please note that this will require median island modifications and modifications to the median and frontage road that parallel's Chapman Avenue (including elimination of on-street parking on the frontage road and/or requiring eastbound only travel on the frontage road). ▪ Restripe northbound shared through-right lane to a right-turn only lane with overlap right-turn signal phase. Applicants for development projects within the CollegeTown Specific Plan in Planning Area 5 shall provide right-of-dedication on the east side of the intersection to facilitate and ensure that lane alignments are provided.	
		13-7 Prior to the closure of Nutwood Avenue or prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan at 75 percent trip generation reached during the AM peak hour (according to the methodology specified in the traffic impact fee program), applicants of such projects shall would be required to construct the following improvement at the intersection of the State Route 57 Northbound Ramps at Chapman Avenue: ▪ Addition of an eastbound left-turn lane. This would require widening of	

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Chapman Avenue under the freeway and extending Chapman Avenue as a six-lane roadway to State College Boulevard. – this would require modification to the interchange structure; requiring tie-backs on the retaining walls under the bridge structure. 13-8 To maintain the recommended on-site roadway widths, College Place shall be extended to State College before CollegeTown is at 66 percent trip generation (or when the daily trip generation reaches 94,500 trip ends).	
Impact 5.13-2: Project-related trip generation would cumulatively impact Level of Service for the area roadway system.	Potentially Significant	13-9 Prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, development applicants will be required to contribute a fair-share contribution through the traffic impact fee program, toward the following improvements at the intersection of State College Boulevard at Yorba Linda Boulevard: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present. ▪ Restripe the east leg of the intersection to include two eastbound receiving lanes, three westbound left-turn lanes, one westbound through lane, and one westbound right-turn lane ▪ Restripe the eastbound shared through/left-turn lane to a left-turn only lane. ▪ Add a southbound right-turn lane of 200 feet by shifting the north-south centerline easterly to accommodate the lane. This would require northbound approach and departure modifications at the intersection. 13-10 Prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, development applicants will be required to contribute a fair-share contribution, through the traffic impact fee program, toward the following improvements at the intersection of Commonwealth Avenue at Chapman Avenue: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present. ▪ Add westbound and eastbound through lane on Chapman Avenue –	Cumulative Impacts are Significant and Unavoidable

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		please note that this will require median island modifications and modifications to the median and frontage road that parallel's Chapman Avenue (including elimination of on-street parking on the frontage road and/or requiring eastbound only travel on the frontage road). ▪ Restripe northbound shared through-right lane to a right-turn only lane with overlap	
		13-11 Prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, development applicants will be required to contribute a fair-share contribution through the traffic impact fee program, toward the following improvements at the intersection of State College Boulevard at Chapman Avenue: ▪ Add detection discriminators to the intersection to extend green time for left-turns only if bicycles are present.	
		13-12 Prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, development applicants will be required to contribute a fair-share contribution through the traffic impact fee program, toward the following improvements at the intersection of State Route 57 Southbound Ramps at Chapman Avenue: ▪ Add westbound and eastbound through lane on Chapman Avenue and extend Chapman as a six-lane facility to State College Boulevard and to the east side of the freeway – this will require modification to the interchange structure; requiring tie-backs on the retaining walls under the bridge structure. ▪ Restripe southbound shared left-through lane as a shared left-through-right lane. ▪ Add a right-turn lane to the eastbound approach toward the freeway.	
		13-13 Prior to issuance of any occupancy permits for projects developed as part of the CollegeTown Specific Plan, development applicants will be required to contribute a fair-share contribution through the traffic impact fee program, toward the following improvements at the intersection of State Route 57 Northbound Ramps at Chapman Avenue: ▪ Add westbound and eastbound through lane on Chapman Avenue and	

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		extend Chapman as a six-lane facility to State College Boulevard – this would require modification to the interchange structure; requiring tie-backs on the retaining walls under the bridge structure. ▪ Add a northbound left-turn lane. ▪ Add an eastbound left-turn lane. 13 -14 Prior to issuance of a building permit for a project which exceeds 75 percent of total trip generation for the CollegeTown Specific Plan during the AM peak hour (according to the methodology specified in the traffic impact fee program), the City and Caltrans shall jointly identify feasible operational and physical improvements and the associated fair-share funding contribution necessary to mitigate project-related impacts to state transportation facilities. The City shall fund said improvements on pro-rata "fair-share" basis in accordance with the terms and conditions of an Agreement to be prepared and agreed to by both agencies. These fair-share contributions for feasible improvements shall be included in the AB 1600 nexus study.	
Impact 5.13-3: Project-related trip generation in combination with existing and proposed cumulative development would not result in significant impacts to intersections identified within OCTA's Congestion Management Program.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.13-4: Project-related circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Impact 5.13-5: The proposed project complies with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

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Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
IMPACT 5.13-6: The CollegeTown Specific Plan would provide adequate parking for existing and proposed land uses within the Plan area.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
5.14 UTILITIES AND SERVICE SYSTEMS			
Wastewater Treatment and Collection			
Impact 5.14-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project. Project development would require upgrades of several sewers	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Water Supply and Distribution Systems			
Impact 5.14-2: The City of Fullerton would have adequate water supplies to meet project-related water demand; and water delivery infrastructure would be constructed to meet project needs.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Storm Drainage Systems			
Impact 5.14-3: Proposed storm drainage systems would provide adequate drainage for the proposed project.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant
Solid Waste Disposal			
Impact 5.14-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

Table ES-4 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Other Utilities			
Impact 5.14-5: Existing and/or proposed facilities for other public utilities would be able to accommodate project-generated electricity, natural gas, and communication facility demands.	Less Than Significant	No mitigation measures are required.	Project and Cumulative Impacts are Less Than Significant

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