

**TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
Section 4.1 - Aesthetics			
Threshold 4.1-1 Substantially degrade the existing visual character or quality of the site and its surroundings.	Short-term construction activities and infrastructure improvements would have less than significant impacts on visual quality and views of the Project site from surrounding areas. Proposed development under the Development Plan would change the visual quality of the Project site, but compliance with the design guidelines and development standards in the Development Plan would improve the visual quality of the Project site and the surrounding area compared to existing conditions and prevent the substantial degradation of the visual character of the Project site and its surrounding areas. Impacts on visual quality would be less than significant.	No mitigation is required.	Less Than Significant
Threshold 4.1-2 Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	Proposed development would introduce new sources of light and glare that would increase lighting levels on the Project site. Distance from light-sensitive uses provided by streets and setbacks, existing developments, and landscaping to the south of the Project site; compliance with the design guidelines on lighting, as contained in the Development Plan; and DR AES-1 and DR AES-2 would prevent substantial light and glare spillover and changes in the lighting levels that would have a significant and adverse effect on daytime and nighttime views in the area including the adjacent wildlife areas. Impacts related to new sources of substantial light and glare would be less than significant.	DR AES-1 Prior to issuance of any building permit, the County or its designee shall demonstrate that exterior lighting has been designed to be diffused, shielded, and low intensity and located so that direct rays are confined to the Project site in a manner meeting the approval of the Manager of Building & Safety or designee. DR AES-2 Prior to the approval of final inspection, the County or its designee shall provide a letter from the electrical engineer, licensed landscape architect, or licensed professional designer that a field test has been performed after dark and the light rays are consistent with the Development Plan. Specifically, the County or its designee shall submit a photometric study that demonstrates that lighting levels, will not increase over 0.25 foot-candle over ambient conditions, when compared to without the Project, consistent with the protocol in Section 3.16, Lighting and Section 4.3.2.1, Filing Instructions of the Development Plan. The letter shall be submitted to the Manager of Inspection for review and approval. All lease agreements or other forms of conveyance of the Project site, between the County and a residential developer or the CC&Rs shall require replacement lighting to meet these standards. (Note: High voltage lighting requires a licensed electrical engineer stamp.) No mitigation is required.	Less Than Significant
Section 4.2 – Agriculture and Forestry Resources			
Threshold 4.2-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	The proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, there would be no impact.	No mitigation is feasible.	No Impact
Threshold 4.2-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract?	A portion of the Project site is designated 1.1, Exclusive Agriculture under the City’s zoning ordinance. Though the development of the Project would be inconsistent with the City of Irvine Zoning Ordinance, the zoning requirements do not apply to the Project and thus the Project will not have a significant impact in that regard. No portion of the Project site is covered by a Williamson Act contract. Therefore, there would be no Williamson Act impact.	No mitigation is required.	No Impact

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<p>Threshold 4.2-3 Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</p>	<p>The Project would not involve changes in the environment, which due to their location or nature, could result in the conversion of Farmland to non-agricultural use because the surrounding area is either developed or slated for urban development or the agricultural areas are enrolled in the City agricultural mitigation program (Agricultural Legacy Program). Therefore, the potential Project impacts associated with conversion of other Farmland to non-agricultural uses is less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Section 4.3 – Air Quality</p>			
<p>Threshold 4.3-1 Conflict with or obstruct implementation of the applicable air quality plan.</p>	<p>The proposed Project and the associated long-term emissions are not included in current regional air quality plans. Therefore, the Project conflicts with the current SCAQMD AQMP. MM LU-1 states that County shall provide the Project data to the Center for Demographic Research and request inclusion of the Project into the Orange County Projections (OCP) dataset, which will be used for the regional planning programs. This would allow for the anticipated growth to be included in future long-range planning documents and would eliminate the conflict. However, incorporation of the updated growth projections into the OCP dataset and the AQMP is not within the County's control. Therefore, the impact would be significant and unavoidable.</p>	<p>Refer to MM LU-1 in Section 4.10, Land Use and Planning, below.</p>	<p>Significant and Unavoidable</p>
<p>Threshold 4.3-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>Construction mass (regional) criteria pollutant emissions and local construction emissions, with implementation of DR AQ-1 through DR AQ-3, would not exceed SCAQMD CEQA significance thresholds and would be less than significant. Although not required to reduce impacts to a less than significant level, implementation of DR AQ-4 would reduce construction emissions. Operational mass (regional) criteria pollutant emissions would not exceed the SCAQMD CEQA significance thresholds and would be less than significant. Implementation of DR AQ-5 would avoid emissions from indoor residential fireplaces. MM GHG-1 and MM GHG-2 would potentially reduce vehicle travel and mobile emissions.</p> <p>It would be speculative to attribute specific numerical increases in adverse health impacts to the Project's emissions, especially as the Project's direct impacts are less than significant and the relative size of the Project's contributions are so small. Local CO emissions would not have the potential to exceed applicable standards and would be less than significant.</p>	<p>DR AQ-1 During construction of the Project, the County or its designee shall comply with South Coast Air Quality Management District (SCAQMD) Rules 402 and 403, in order to minimize short-term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 prescribes the best available control measures that are applicable to all construction projects and is included in Appendix C of the Environmental Impact Report (EIR) for this Project. The County or its designee shall provide the Manager of Building & Safety, or designee, with an SCAQMD-approved Dust Control Plan or other sufficient proof of compliance with Rule 403, prior to issuance of a grading permit.</p> <p>DR AQ-2 Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on the contractor specifications. The specifications for each project within the Development Plan area shall be reviewed by the Manager of Building & Safety, or designee, for compliance with this requirement prior to issuance of a building permit.</p> <p>DR AQ-3 Prior to issuance of each grading and building permit, the County or its designee shall provide plans and specifications demonstrating that construction documents require the construction contractors to implement the measure listed below. The contractor shall comply with the identified requirements, and verification that the contractor</p>	<p>Less Than Significant</p>

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		<p>has complied shall be confirmed by the Manager of Building & Safety, or designee, during construction.</p> <p>All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). 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.</p> <p>DR AQ-4 Prior to issuance of each grading and building permit, the County or its designee shall provide plans and specifications demonstrating that construction documents require the construction contractors to implement the following measures or provide information and data that demonstrate that implementation would not be feasible or practicable:</p> <ul style="list-style-type: none"> a. Electricity shall come from power poles rather than diesel- or gasoline-fueled generators, compressors, or similar equipment; b. Construction parking shall be configured to minimize traffic interference; c. Construction trucks shall be routed away from congested streets and sensitive receptors; d. Construction activities that affect traffic flow on the arterial system shall be scheduled to off-peak hours to the extent practicable; e. Temporary traffic controls, such as a flag person(s), shall be provided where necessary to maintain smooth traffic flow, as necessary; f. Dedicated turn lanes for movement of construction equipment on and off site and signal synchronization shall be provided as necessary to maintain smooth traffic flow; g. All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications; h. Diesel truck idling time shall be five minutes or less, both on and off site; i. Work crews shall shut off diesel equipment when not in use; and j. Contractors and construction workers shall be encouraged to use ride-sharing and commute using Metrolink. <p>The contractor shall comply with the identified requirements, and verification that the contractor has complied shall be confirmed by the Manager of Building & Safety, or designee, during construction.</p>	

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		<p>DR AQ-5 Fireplaces shall be limited to residential common areas, and none shall be provided in residential units. The specifications for each residential project within the Development Plan area shall be reviewed by the Manager of Building & Safety, or designee, for compliance with this requirement prior to issuance of a building permit.</p> <p>Refer to MM GHG-1 and MM GHG-2 in Section 4.7, Greenhouse Gas Emissions, below.</p>	
<p>Threshold 4.3-3 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p>	<p>Long-term operational and short-term construction emissions of nonattainment pollutants and their precursors would be less than the applicable significance thresholds established by SCAQMD. Thus, the long-term operational and short-term construction emissions would not be cumulatively considerable and would be less than significant. The conclusions of significance take into consideration the Project's implementation of DR AQ-1 through DR AQ-5 as well as MM GHG-1 and MM GHG-2 that would potentially reduce vehicle travel.</p>	<p>Refer to DR AQ-1 through DR AQ-5 above and MM GHG-1 and MM GHG-2 in Section 4.7, Greenhouse Gas Emissions, below.</p>	<p>Less Than Significant</p>
<p>Threshold 4.3-4 Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Exposure of sensitive receptors to criteria pollutants from on-site construction to CO at congested intersections or to off-site and future on-site receptors from TACs would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Section 4.4 – Biological Resources</p>			
<p>Threshold 4.4-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?</p>	<p>The Project would directly impact marginally suitable habitat for special status species. With implementation of DR BIO-1, which includes a pre-construction burrowing owl survey, direct impacts would be considered adverse, but less than significant. The Project has the potential to indirectly impact species using open space adjacent to the Project boundary. With implementation of DR AES-1 and DR AES-2 (light shielding/screening) and DR HAZ-4 (building setbacks), potential lighting and noise impacts will be less than significant. Potential impacts on coastal California gnatcatcher and least Bell's vireo would be less than significant as a result of implementation of DR BIO-2 (construction-related minimization measures), DR BIO-5 (requirement to keep cats indoors and dogs on leashes), MM BIO-1 (pre-construction surveys and noise abatement for least Bell's vireo), and MM BIO-2 (glass design to minimize bird strikes). Impacts on active nests of migratory birds and/or raptors will be less than significant because of the implementation of DR BIO-3 (construction activities limited to the non-nesting season or a pre-construction nesting/bird survey and implementation of buffers excluding work activities around active nests, if observed during the pre-construction survey). Therefore, the Project's potential impact on special status species would be less than significant impact with mitigation.</p>	<p>Refer to DR AES-1 and DR AES-2 in Section 4.1, Aesthetics, above, and DR HAZ-4 in Section 4.8, Hazards and Hazardous Materials, below.</p> <p>DR BIO-1 Per the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 2012), the County, or its designee, shall ensure that a pre-construction survey for the burrowing owl is conducted by a qualified Biologist no less than 14 days prior to any ground disturbance for development of the Project site. The pre-construction survey will include the Project site plus a 500-foot buffer (if access is available). If no active burrows are found, no further mitigation would be required.</p> <p>If an active burrow is observed outside the breeding season (September 1 to January 31) and it cannot be avoided, the burrowing owl shall be excluded from the burrow following methods described in CDFG 2012. One-way doors shall be used to exclude owls from the burrows. Once the burrow is unoccupied, as verified by site monitoring and scoping, the burrow shall be closed by a qualified Biologist who shall excavate the burrow by hand. If a burrow will be closed, the County or its designee shall contact CDFW to determine whether compensatory mitigation shall be required for the loss of the active burrow.</p> <p>If an active burrow is observed outside the breeding season (September 1 to January 31) and it can be avoided, a protective buffer shall be placed around the burrow per CDFG 2012 guidelines. The buffer shall range from 160 feet to 1,640 feet depending on the level of impact and the time of year. The County, or its designee, shall</p>	<p>Less Than Significant</p>

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		<p>contact the CDFW to determine whether a reduced buffer can be accommodated without adversely impacting occupied burrows.</p> <p>If an active burrow is observed during the breeding season (February 1 to August 31), the active burrow shall be protected until nesting activity has ended. A protective buffer shall be placed around the active burrow per CDFG 2012 guidelines. The buffer shall range from 650 to 1,640 feet depending on the level of impact and the time of year. The County, or its designee, shall contact CDFW to determine whether a reduced buffer can be accommodated without adversely impacting occupied burrows. Construction shall be allowed to proceed when the qualified Biologist has determined that fledglings have left the nest. Additionally, the County, or its designee, shall contact CDFW to determine whether compensatory mitigation shall be required for the long-term loss of the nesting burrow due to construction of the Project.</p> <p>Upon completion of the pre-construction burrowing owl survey, a Letter Report shall be prepared and submitted to the Manager of Building and Safety, or designee, for review and approval prior to any ground disturbing activities. If an active burrow is observed, the Letter Report shall include a description of the protective buffer that has been designated and a summary of any correspondence with CDFW.</p> <p>DR BIO-2 Prior to issuance of any grading permits for activities within 500 feet of coastal sage scrub habitat, the Manager of Building and Safety, or designee shall verify the Project Applicant is following the Construction-related Minimization Measures that are required by the NCCP/HCP, as identified below.</p> <ul style="list-style-type: none"> A. Prior to the commencement of clearing operations or other activities involving significant soil disturbance, all areas of coastal sage scrub habitat to be avoided under the provisions of the NCCP/HCP shall be identified with temporary fencing or other markers clearly visible to construction personnel. Additionally, prior to the commencement of grading operations or other activities involving disturbance of coastal sage scrub, a survey will be conducted to locate gnatcatchers and cactus wrens within 100 feet of the outer extent of projected soil disturbance activities and the locations of any such species will be clearly marked and identified on the construction plans. B. Following the completion of initial clearing activities, all areas of coastal sage scrub habitat to be avoided by construction equipment and personnel will be marked with temporary fencing or other appropriate markers that are clearly visible to construction personnel. No construction access, parking, or equipment storage shall be permitted within such marked areas. 	

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		<p>C. In areas bordering the NCCP Reserve System or Special Linkage/Special Management areas containing significant coastal sage scrub identified in the NCCP/HCP for protection, vehicle transportation routes shall be restricted to a minimum number during construction consistent with project construction requirements. Waste dirt or rubble shall not be deposited on adjacent coastal sage scrub identified in the NCCP/HCP for protection. Pre-construction meetings involving the Monitoring Biologist, Construction Supervisors, and Equipment Operators shall be conducted and documented to ensure maximum practicable adherence to these measures.</p> <p>D. Coastal sage scrub identified in the NCCP/HCP for protection and located within the likely dust drift radius of construction areas will be periodically sprayed with water to reduce accumulated dust on the leaves as recommended by the monitoring Biologist.</p> <p>DR BIO-3 In order to avoid impacts on nesting birds and raptors (common or special status), the County or its designee shall ensure that vegetation clearing shall be conducted during the non-breeding season (i.e., generally between September 16 and February 14 for migratory birds; July 1 and January 31 for nesting raptors) to the extent feasible. If Project timing requires that vegetation clearing occur between February 1 and September 15 (incorporating the typical breeding season for migratory birds and raptors), then a pre-construction nesting bird/raptor survey shall be conducted by a qualified Biologist within three days prior to vegetation clearing. If vegetation clearing would occur during the raptor nesting season, the survey shall also include areas within 500 feet of the Project impact area to determine the presence or absence of active raptor nests. If no active nests are found, no further mitigation would be required.</p> <p>If an active nest is located within or adjacent to the construction area and the Biologist determines that work activities may impact nesting, the Biologist shall determine an appropriate buffer to protect the nest. The size of the buffer shall be based on site features, the sensitivity of the species, and the type of construction activity in order to prevent disruption of nesting activity. No construction activities shall be allowed in the buffer zone until the Biologist determines that nesting activity has ended. Construction may proceed within the buffer once the Biologist determines that nesting activity has ceased and fledglings have left the nest.</p> <p>Upon completion of the pre-construction nesting bird survey, a Letter Report shall be prepared and submitted to the Manager of Building and Safety, or designee for review and approval prior to any ground disturbing activities. If an active nest is observed, the Letter Report shall include a description of the protective buffer that has been designated.</p>	

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		<p>DR BIO-4 In conjunction with Level I, II, or III reviews, landscape plans shall be reviewed by a qualified Biologist and approved by the Manager of Building and Safety, or designee to ensure that no plants identified on the California Invasive Plant Council's (Cal-IPC's) invasive plant inventory are included in the plant palette.</p> <p>DR BIO-5 Prior to the issuance of occupancy permits for a building, the County or its designee shall incorporate a provision into the proposed lease agreement or Covenants, Codes, and Restrictions (CC&Rs) requiring domestic cats to be kept indoors in order to protect songbirds, including the coastal California gnatcatcher, least Bell's vireo, and other special status bird species, from predation by domestic species. The proposed lease agreement or CC&Rs shall also require all dogs to be kept on a leash when outdoors.</p> <p>A brochure will be prepared by the County (or their designee) for distribution to all tenants describing the value of the Wildlife Movement Corridor and the plan to connect the Central and Coastal NCCP/HCP Habitat Reserves with construction of the Irvine Wildlife Corridor. The brochure will also educate residents about the prohibition of entering the Wildlife Movement Corridor or the Habitat Reserve areas. Additionally, it will describe the risk of wildlife predation by domestic pets and the risk of domestic pet predation by wildlife. It will also include information related to discouraging the habituation of coyotes by encouraging residents to not leave food outside for pets, keeping garbage contained, not intentionally feeding wildlife, and not leaving dogs outside unattended, or off leash. The brochure will also explain what to do if encountering a habituated coyote.</p> <p>MM BIO-1 Prior to the issuance of any grading permits for activities within 500 feet of riparian habitat, if grading and/or construction activities are scheduled to occur during the breeding season for the least Bell's vireo (March 15 to September 15), the Director of Community Development shall verify that the following requirements regarding least Bell's vireo are shown on the grading and/or building permit plans:</p> <ul style="list-style-type: none"> A. No clearing, grubbing, grading, or other construction shall occur between March 15 and September 15, until the following requirements have been met to the satisfaction of the Manager of Building and Safety, or its designee: <ul style="list-style-type: none"> i) The project certified-Biologist shall survey all riparian areas that would be subject to construction noise levels exceeding 60 A-weighted decibels (dBA) hourly average for least Bell's vireo. Pre-construction surveys shall be conducted by a qualified Biologist once per week within suitable habitat beginning four weeks prior to construction (or the week of March 15 if construction is in progress) and continuing through September 15 or until 10 consecutive visits have had negative survey 	

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		<p>results. Surveys shall be conducted between dawn and 11:00 AM during suitable weather conditions as outlined in the U.S. Fish and Wildlife Service (USFWS) survey protocol for the species. If a pre-construction focused survey is not conducted, all riparian habitat shall be considered occupied.</p> <p>ii. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average (or at the current existing noise level) at the edge of occupied least Bell's vireo habitat. An analysis showing that noise generated by construction activities shall not exceed 60 dB(A) (or current existing noise level) at the edge of riparian habitat shall be completed by an acoustician deemed qualified by the Manager of Building and Safety, or its designee (e.g., possessing a noise engineer license with experience monitoring noise levels with listed animal species). OR</p> <p>iii. No less than two weeks prior to the commencement of construction activities (or by March 15 if construction is in progress), under the direction of a qualified Acoustician, noise attenuation measures shall be implemented to ensure noise levels from construction activities will not exceed 60 dB(A) (or at the current existing noise level) at the edge of habitat occupied or potentially occupied by the least Bell's vireo. Concurrent with construction and the noise attenuation measures, noise monitoring shall be conducted at the edge of riparian habitat to ensure that noise levels do not exceed 60 dB(A) hourly average (or current existing noise level). If noise attenuation measures implemented are determined to be inadequate by a qualified Acoustician or project Biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).</p> <p>B. If pre-construction surveys demonstrate that the least Bell's vireo is not present, the project Biologist shall submit a report with substantial evidence to the Manager of Building and Safety, or its designee that demonstrates noise attenuation measures are not necessary between March 15 and September 15. The report shall describe the methodology and results of the 10 consecutive negative pre-construction survey visits. If evidence indicates the potential is high for least Bell's vireo to be present based on prior focused survey(s) or site conditions, the Manager of Building and Safety, or its</p>	

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		<p>designee shall require implementation of measures in item A above.</p> <p>MM BIO-2 In compliance with the <i>Fire Behavior Analysis Report and Fuel Modification Design Criteria</i>, the County or its designee shall install radiant heat walls adjacent to the NCCP/HCP Habitat Reserve and Wildlife Movement Corridor. Two design options are provided in the Fire Behavior Analysis Report and Fuel Modification Design Criteria. One option permits the wall design to include a four-foot tempered glass panel to be installed on the top of the wall. The other option, a solid block wall, will be used throughout the Project except for those locations adjacent to parks. In those limited locations (adjacent to Neighborhood Parks A, B, and C and the focal gardens), a portion of the wall may include tempered glass. For those locations where the tempered glass may be used, the entire glass surface shall be uniformly covered with the objects or patterns to minimize bird strikes against glass, the Manager of Building and Safety or its designee shall review the wall design as part of the Level I, II, or III Review, and/or ministerial permit process (e.g., grading permit), to ensure the approved design plans incorporate measures to minimize the risk of bird strikes, such as: (1) the use of opaque or uniformly textured/patterned/etched glass; (2) angling of glass downward so that the ground instead of the surrounding habitat or sky is reflected; (3) installation of one-way film that results in opaque or translucent covering when viewed from either side of the glass; (4) installation of a uniformly dense dot pattern created as ceramic frit on both sides of the glass; and/or (5) installation of a striped or grid patterns of clear UV-reflecting and UV-absorbing film applied to both sides of the glass. <i>It should be noted that single decals</i> (e.g., falcon silhouettes or large eye patterns) are ineffective and shall not be used unless the entire glass surface is uniformly covered with the objects or patterns (Klem 1990).</p>	
<p>Threshold 4.4-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?</p>	<p>The Project would not directly impact riparian habitat or any other sensitive natural community. The plant palette in the Development Plan excludes invasive plant species, thereby ensuring surrounding natural habitat is not degraded by invasive plants. Additionally, DR BIO-4 requires that landscape plans be evaluated by a qualified biologist to ensure each landscape plan is consistent with the plant palette in the Development Plan. Therefore, the potential impact on riparian habitat and other sensitive natural communities would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.4-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p>No waters, including federally protected wetlands, under the jurisdiction of the USACE, the RWQCB, or the CDFW would be directly impacted by the Project. The implementation of BMPs, which are outlined in DR HWQ-4 through DR HWQ-7 and compliance with applicable law, will ensure that indirect impacts on federally protected wetlands would be less than significant.</p>	<p>Refer to DR HWQ-4 above and DR HWQ-7 in Section 4.9, Hydrology and Water Quality, below.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.4-4</p>	<p>The Project is not expected to directly impact a wildlife corridor. Following development of a regional wildlife movement corridor, indirect impacts are potentially significant. For all the reasons discussed above,</p>	<p>Refer to DR AES-1 and DR AES-2 in Section 4.1, Aesthetics, and DR BIO-2 and MM BIO-1 above.</p>	<p>Less Than Significant</p>

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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.	the potential impact to wildlife movement would be less than significant with mitigation.	No mitigation is required.	
Threshold 4.4-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	The Project would not conflict with applicable local ordinances protecting biological resources. Therefore, there would be no impact.	No mitigation is required.	No Impact
Threshold 4.4-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	The Project will not conflict with provisions of the NCCP/HCP or a local habitat conservation plan. Therefore, there would be no impact.	No mitigation is required.	No Impact
Section 4.5 – Cultural Resources			
Threshold 4.5-1 Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	The Project has a low potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 based on the survey information and due to previous development on the Project site. Implementation of MM CULT-1 would reduce any potential impacts to less than significant levels should buried resources be discovered as part of grading activities.	MM CULT-1 Archaeological Observation and Salvage. Prior to the issuance of any grading permit in which native soil is disturbed, the County or its designee shall provide written evidence to the Manager of Building & Safety, or designee, that the County or its designee has retained a County-certified archaeologist to observe grading activities and to salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the County or its designee, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the archaeological resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the County or its designee, for exploration and/or salvage. Prior to the release of the grading bond, the County or its designee shall obtain approval of the archaeologist’s follow-up report from the Manager of Building & Safety, or designee. The report shall include the period of inspection, an analysis of any artifacts found, and the present repository of the artifacts. The archaeologist shall prepare excavated material to the point of identification. The County or its designee shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the Manager of Building & Safety, or designee. The County or its designee shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the Manager of Building & Safety, or designee.	Less Than Significant
Threshold 4.5-2 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	The Project has a low potential to directly or indirectly destroy a unique paleontological resource or site. However, implementation of MM CULT-2 would reduce potential impacts to less than significant levels should unknown buried resources be discovered as part of grading activities.	MM CULT-2 Paleontological Observation and Salvage. Prior to the issuance of any grading permit in which native soil is disturbed, the County or its designee shall provide written evidence to the Manager of Building & Safety, or designee, that the County or its designee has retained a County-certified paleontologist to observe grading	Less Than Significant

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	<p>Additionally, due to lack of unique geologic features on the Project site, no impacts to such features would occur.</p>	<p>activities and to salvage and catalogue fossils as necessary. The paleontologist shall be present at the pre-grade conference; shall establish procedures for paleontological resource surveillance; and shall establish, in cooperation with the County or its designee, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the County or its designee, to ensure proper exploration and/or salvage.</p> <p>Prior to the release of the grading bond, the County or its designee shall submit the paleontologist's follow up report for approval by the Manager of Building & Safety, or designee. The report shall include the period of inspection, a catalogue and analysis of the fossils found, and the present repository of the fossils. The County or its designee shall prepare excavated material to the point of identification and shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to approval by Manager of Building & Safety, or designee. The County or its designee shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors and such fee program is in effect at the time of presentation of the materials to the County of Orange or its designee, all in a manner meeting the approval of the Manager of Building & Safety, or designee.</p>	
<p>Threshold 4.5-3 Disturb any human remains, including those interred outside of formal cemeteries.</p>	<p>Project activities are not expected to disturb human remains. However, if human remains are encountered during grading activities, implementation of MM CULT-3 would reduce potential impacts to human remains to a less than significant level.</p>	<p>MM CULT-3 Human Remains. If human remains are encountered during ground-disturbing activities, Section 7050.5 of the <i>California Health and Safety Code</i> states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the materials pursuant to Section 5097.98 of the <i>California Public Resources Code</i>. The provisions of Section 15064.5 of the California Environmental Quality Act Guidelines shall also be followed. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The descendent must complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. These requirements shall be included as notes on the contractor specification and verified by the Development Services Department, prior to issuance of grading permits.</p>	<p>Less Than Significant</p>

**TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
Section 4.6 – Geology and Soils			
<p>Threshold 4.6-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? 	<p>The Project site is not included in an Alquist-Priolo Earthquake Fault Zone and there are no known active or potentially active faults traversing the Project site. Impacts associated with surface fault rupture are less than significant. The Project site is in a seismically active area that would likely experience strong ground shaking during the life of any project developed thereon. However, conformance with existing regulations (applicable CBC) and DR GEO-1 would reduce potentially significant impacts associated with seismic shaking and seismic ground failure in the form of liquefaction, seismically induced settlement, and lateral spreading to a less than significant level.</p>	<p>DR GEO-1 Prior to the issuance of a grading permit, the County, or its designee, shall submit a geotechnical report to the Manager of Building & Safety, or designee, for approval. The report shall include the information and be in the form as required by the County Grading Manual. All grading proposed on the Project site must be consistent with the OC Grading and Excavation Code.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.6-2 Result in substantial soil erosion or the loss of topsoil.</p>	<p>Grading activities would increase the potential for soil erosion and loss of top soil. With the incorporation of construction BMPs as described in Section 4.9, Hydrology and Water Quality, implementation of DR HWQ-4 through DR HWQ-7 in Section 4.9, Hydrology and Water Quality and compliance with applicable laws, Project impacts on soil erosion and loss of topsoil would be less than significant.</p>	<p>Refer to DR HWQ-4 through DR HWQ-7 in Section 4.9, Hydrology and Water Quality, below.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.6-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>The Project site is not located in an area with documented landslides and the potential for collapse/subsidence and soil corrosion is low. However, conformance with existing regulations (current CBC) and DR GEO-1 would reduce potentially significant impacts associated with unstable soils/site conditions and any impacts associated with landslides, collapse/subsidence, or corrosion would be less than significant. Similarly, liquefaction, seismically induced settlement, and lateral spreading would be reduced to a less than significant level with conformance with existing regulations (current CBC) and DR-GEO-1.</p>	<p>Refer to DR GEO-1 above.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.6-4 Be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property.</p>	<p>Based on the Preliminary Geotechnical Investigation (Leighton and Associates, Inc. 2014), the Project site soil has low to medium expansion potential. Consistent with DR GEO-1 more detailed evaluation of near-surface soils would be conducted and appropriate design measures imposed. Compliance with these measures would ensure impacts associated with expansive soils would be less than significant.</p>	<p>Refer to DR GEO-1 above.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
Section 4.7 – Greenhouse Gas Emissions			
<p>Threshold 4.7-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (comparable to State CEQA Guidelines, Section 15064.4[b][1-2]).</p>	<p>The Project’s GHG emissions would exceed the SCAQMD-recommended project-level efficiency threshold. Implementation of DRs GHG-1 through DR GHG-4, DR AQ-4 and DR AQ-5, and MM GHG-1 through MM GHG-6 would reduce the GHG emissions to a level of less than significant.</p>	<p>DR GHG-1 Projects shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (<i>California Code of Regulations</i> [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods</p> <p>DR GHG-2 Projects shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR 11).</p> <p>DR GHG-3 The Project shall incorporate renewable energy generation with a total generation equivalent to 1.25 kilowatts (kW) per dwelling unit.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>DR GHG-4 Low-energy Energy Star®-compliant or equivalent residential appliances shall be exclusively offered by residential builders for each appliance that is rated by <i>California Energy Star Program</i> (e.g., refrigerator, clothes washer, dishwasher), or achieves an efficiency that is equivalent to the 2016 <i>California Energy Star®</i> compliance standard. <i>All ground lease agreements between the County and a residential developer or the CC&Rs shall require replacement appliances to meet low-energy the California Energy Star®-compliant standards. The Manager of Building & Safety, or designee shall ensure compliance prior to the issuance of each building permit.</i></p> <p>MM GHG-1 Prior to issuance of each building permit for parking structures and parking lots with 20 or more parking spaces devoted to common area parking (including common resident parking in a parking structure), the County or its designee shall provide plans and specifications demonstrating that the following features have been incorporated into the parking facility. Proof of compliance shall be provided prior to the issuance of occupancy permits.</p> <ul style="list-style-type: none"> • The parking facility shall include a minimum of five percent preferentially located parking spaces for alternative-fueled (electric, natural gas, or similar low-emitting technology) vehicles. • The parking facility shall include at least one electric vehicle charging station. Electrical lines shall be designed and sized to add additional charging stations for up to three percent of the total parking spaces when a demand is demonstrated. The design and installation shall be consistent with Section A4.106.8.2, Residential Voluntary Measures, of the CALGreen Code. • Bicycle parking shall be provided as specified in Section A4.106.9, Residential Voluntary Measures, of the CALGreen Code. <p>MM GHG-2 The operator of each residential building shall provide a commuter information area or multiple areas within or near each building; the information area(s) shall be centrally located and accessible to all residents. The information shall include, but not be limited to, current maps, routes and schedules for bus, Metrolink, and Amtrak and a means for sharing information for ride-sharing. Proof of compliance shall be provided to the Manager, Chief Executive Officer (CEO) Real Estate/Land Development within one month following the issuance of each occupancy permit.</p> <p>MM GHG-3 High efficiency lighting (light-emitting diode [LED]) shall be used for all residential, office, retail, and outdoor (streets, pathways, parks, and parking structures) lighting applications. All ground lease agreements, between the County and developers, or the CC&Rs, shall require replacement lighting to use high efficiency bulbs. The Manager of Building & Safety, or designee shall ensure compliance prior to the issuance of each building permit.</p>	

**TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>MM GHG-4 The County or its designee shall provide plans and specifications demonstrating that the features listed below have been incorporated into all new buildings. Proof of compliance shall be provided to the Manager of Building & Safety, or his/her designee prior to the issuance of occupancy permits.</p> <ul style="list-style-type: none"> • Documentation that design and construction elements used would require buildings to be consistent with Leadership in Energy and Environmental Design (LEED) standards. • Installation of high albedo roof membranes. • Installation of formaldehyde free insulation in all buildings. • Use of locally sourced (i.e., Southern California) gypsum board. <p>MM GHG-5 The County's master lease, any subsequent replacement leases, or any other form of disposition of the property shall require landscape maintenance personnel to use electric lawnmowers and leaf blowers for all routine landscape maintenance.</p> <p>MM GHG-6 In conjunction with Level I, II, and III reviews, each applicant shall demonstrate how the proposed development will (i) satisfy its proportional contribution toward the Project's overall GHG emission reduction requirement as identified in DR GHG-3, MM GHG-1, and MM GHG-2 in Section 4.7, Greenhouse Gas Emissions, of the Draft EIR (or achieve equivalent reduction through other qualifying measures); and (ii) incorporate elements from the menu of options, provided below, sufficient to further reduce for a period of 30 years that application's incremental contribution to the Project's overall GHG emissions to a less than significant level, which is defined as a performance standard equal to 3.0 MTCO₂e/SP/year in 2030. For purposes of implementing this mitigation measure, each development project's incremental contribution to the overall generation of GHG shall be determined using the application's service population characteristics, which are defined as 1.99 persons per dwelling unit for residential development. For example, if an application proposes a total of 200 dwelling units, based on the application's service population of 398 (200 x 1.99), GHG emissions will be less than significant if the application's net GHG emissions with mitigation are less than 1,194 (398 x 3.0) MTCO₂e/year for year 2030.</p> <p>The GHG emissions calculation for 2030 shall be submitted using the most current version of CalEEMod or subsequent emissions calculator model accepted by SCAQMD. Mobile source emissions shall be calculated using the proposed project's average daily trips. Furthermore, each application shall mitigate the construction emissions associated with the project application.</p> <p>Applicants shall identify the GHG emission reduction measures proposed by the application (or previously approved excess reductions achieved by other applications within the Project) that will bring the application's GHG emissions below the SCAQMD-</p>	

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>recommended project level significance threshold of 3.0 MTCO₂e/SP/year for 2030. Applications shall be accompanied by a GHG study/plan prepared by a qualified consultant, to substantiate the relative emissions reduction associated with each proposed reduction measure identified in the application.</p> <p>In addition to the GHG emission reduction measures identified elsewhere in the Final EIR, the following presents a menu of GHG emissions reduction options that the applicant may pick from to achieve GHG emission reductions required to satisfy the performance standard specified in this mitigation measure. In conjunction with Level I, II, and III reviews, the County will review the applicant submitted GHG study/plan prepared by a qualified consultant to quantify the relative emissions reduction associated with each option selected for the application. The Level I, II and III approvals will identify the approved GHG reduction measures incorporated into the application in order to achieve the less than significant GHG emissions. The measures shall be incorporated by the County as conditions of approval that will be demonstrated as part of plan check and permitting processes. The County shall also verify implementation of the measures prior to the issuance of the use and occupancy permit for the application.</p> <ul style="list-style-type: none"> • Install solar water heating for swimming pools in private recreation centers in lieu of natural gas heating. The GHG emissions reduction is the difference between the total GHG emissions from the annual energy usage associated with electricity and natural gas and the energy usage with the installation of solar equipment. The electricity and natural gas energy usage factors for swimming pools shall be based on the energy consumption identified in a published pools study, the Department of Energy estimates¹ or other reliable methodology. The analysis would be scaled to represent energy consumption per year per volume of the pool and the contractor specifications for the specific equipment used. • Prepare a Transportation Demand Management Plan (TDM Plan) enhancing the use of alternative transportation modes through the provision of incentives, subsidies, bike-sharing and car-sharing programs, and other technology-based programs. Identify key implementation actions that would reduce vehicle miles traveled (VMT). • Install renewable energy power generation beyond the amount, if any, the application is getting credit for pursuant to MM GHG-1. The GHG emissions reduction would be calculated based on the amount of renewable energy provided. 	

¹ <https://energy.gov/energysaver/solar-swimming-pool-heaters>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Install electric vehicle charging stations capable of charging on- or off-site parking spaces that would achieve the same or better functionality as Level 2² charging stations. • Reduce GHG emissions by purchasing and retiring carbon credits that have been issued by a recognized and reputable accredited carbon registry. The credits purchased must be real, quantifiable, enforceable, validated, and for the period of time specified in the application's GHG emissions analysis. • Implement other quantifiable, GHG emission reduction measures identified and substantiated in the GHG study/plan submitted with each application. 	
<p>Threshold 4.7-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (comparable to State CEQA Guidelines, Section 15064.4[b][3]).</p>	<p>The Project would not conflict with plans, policies and regulations adopted for the purpose of reducing GHG emissions. Therefore, impacts would be less than significant with implementation of DRs and MMs.</p>	<p>Refer to DRs and MMs above.</p>	<p>Less Than Significant</p>
<p>Section 4.8 – Hazards and Hazardous Materials</p>			
<p>Threshold 4.8-1 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.</p> <p>Threshold 4.8-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p>Based on information from the latest O&M and LTM report for the IRP Site 2 landfill and supplemental County investigations, the potential for the Project to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials are less than significant without mitigation. Additionally, as indicated above, while the Project site is within a ¼ mile of Portola High School, the Project would not result in significant impacts due to emissions from or handling of hazardous or acutely hazardous materials on the Project site. Further, based on soil investigations, impact related to former agricultural use of the site would be less than significant without mitigation.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.8-2 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><u>Potential Hazardous Soil Impacts</u> Significant hazard to the public or the environment due to potential unknown hazardous soil impacts and the Project site being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, are potentially significant without implementation of the applicable development requirements. DR HAZ-1 requires development of a Soils Management Plan to address unknown hazardous materials impacts and/or petroleum-hydrocarbon and VOC impacts to soil that are identified during grading. DR HAZ-2 addresses transportation and disposal of hazardous materials-impacted soils, and DR HAZ-3 addresses assessment, removal, and closure of unknown USTs should they be encountered during grading. With implementation of DR HAZ-1, DR HAZ-2, and DR HAZ-3, impacts during and after construction would be less than significant.</p>	<p>DR HAZ-1 Prior to initial grading, a site-specific Soils Management Plan will be developed to be implemented during grading and will include measures for monitoring soil conditions for evidence of impacts and contingency measures in the event that impacted soils (including, but not limited to, petroleum-hydrocarbons and other volatile organic compounds [VOCs]) are encountered during grading as evidenced by visual staining, olfactory perception, or field testing. The objective of the Soils Management Plan is to reduce exposures to impacted soils to less than significant levels, as defined by applicable law, for construction and utility workers during grading and construction phases of the Project and for future residents after construction is complete. The Soils Management Plan will include, at a minimum, identification of contaminants through use of field equipment (e.g., PID); sampling and laboratory analyses, if necessary; segregation; temporary stockpiling specifications; and treatment and/or disposal options in accordance with applicable law. This Soils Management</p>	<p>Less Than Significant</p>

² Level 2 charging refers to the voltage that the electric vehicle charger uses (240 volts). Level 2 chargers come in a variety of amperages ranging from 16 amps to 40 amps, the two most common are 16 and 30.

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
	<p><u>IRP Site 2 (Magazine Road Landfill) – VOC and/or Methane Impacts to Soil Gas</u> Though the Project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the impacts with respect to VOCs and methane in soil gas are less than significant without mitigation because as part of the DoN remediation efforts soil contaminants would be below thresholds established by regulatory agencies and the Project would not create a significant hazard to the public or the environment and no mitigation measure is required.</p> <p><u>IRP Site 2 – Impacts to Monitoring Wells</u> The potential for the Project to create a significant hazard to the public or the environment with respect to impacts to the groundwater monitoring well(s) associated with the groundwater TCE plume at IRP Site 2 and due to the Project site being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, are potentially significant without mitigation. MM HAZ-1 addresses protection of the monitoring well system during grading and construction. With implementation of this measure, impacts would be reduced to less than significant.</p>	<p>Plan will be submitted to the Manager of Building & Safety for review and approval.</p> <p>DR HAZ-2 During site grading and construction activities, hazardous contaminated soils or other hazardous materials shall be managed in accordance with the requirements of Title 22, Division 4.5 of the <i>California Code of Regulations</i>; the U.S. Department of Transportation regulations in the <i>Code of Federal Regulations</i> (specifically, Title 49, Hazardous Materials Transportation Act and Title 40, Part 263, Subtitle C of Resource Conservation and Recovery Act); California Department of Transportation (Caltrans) standards; and Occupational Safety and Health Administration (OSHA) standards. Title 22 sets forth the requirements with which hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include the requirements for packaging, storing, labeling, reporting, and generally managing and disposing of hazardous waste, which shall be done in a manner meeting the satisfaction of the Manager, Orange County Health Care Agency (OCHCA)/Hazardous Materials Program prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste such as the requirements for transporting shipments of hazardous waste, manifesting, vehicle registration, and procedures to enact in the case of emergency accidental discharges during transportation. The County shall sign necessary hazardous and nonhazardous waste manifests as “Generator”.</p> <p>DR HAZ-3 If any underground storage tanks (USTs) are encountered during site grading or excavation activities, they shall be removed in accordance with the existing standards and regulations of, and oversight by, the Manager, OCHCA/Hazardous Materials Program, based on compliance authority granted through the <i>California Code of Regulations</i> (specifically, Title 23, Division 3, Chapter 16, Underground Tank Regulations). The process for UST removal is detailed in the OCHCA’s <i>Underground Storage Tanks: The Basics</i> manual. Soil samples from areas where storage tanks have been removed or where soil contamination is suspected shall be analyzed for hydrocarbons, including gasoline and diesel, in accordance with procedures set forth by the OCHCA. If hydrocarbons are identified in the soil, the appropriate response/remedial measures will be implemented as directed by OCHCA with support/review from the Regional Water Quality Control Board (RWQCB) until all specified requirements are satisfied and a Tank Closure Letter is issued. Any aboveground storage tank (AST) in existence at the commencement of site development shall be removed in accordance with all applicable regulations under the oversight of Orange County Fire Authority (OCFA). Compliance requirements relative to the removal/closure of storage tanks are set forth in Sections 25280 through 25299 of the <i>California Health and Safety Code</i>.</p> <p>MM HAZ-1 In the event that the Lease in Furtherance of Conveyance (LIFOC) area has not been transferred to the County by the time Project construction commences, the LIFOC area will be cordoned off and no</p>	

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>grading or construction activities will be performed within the LIFOC area. Prior to initial grading, the County will secure from the Department of the Navy (DoN) an updated, complete listing; survey coordinates; and map showing locations of existing groundwater wells related to remedial activities within the LIFOC area. If a well or wells are part of active remediation monitoring at the time of transfer (i.e., they must be protected during grading and construction and access to them must be maintained) the final grading plan will be compared to the existing surface elevations at the location of each well and a Groundwater Well Management Plan will be prepared to ensure required access to and protection of the groundwater monitoring wells. That well plan shall, at a minimum, identify how the grade at each well location is proposed to change; identify how well heads will be protected during construction (e.g., placement of k-rails or other barriers); provide the methodology for extending or shortening well casings or replacing surface completions or wells, as needed; and specify a final survey of finished well locations and elevations. The well plan will be approved by the DoN and the Regional Water Quality Control Board (RWQCB).</p>	
<p>Threshold 4.8-4 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p> <p>Threshold 4.8.5 Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>The Project site is located adjacent to a VHFHSZ. There are no designated emergency evacuation routes on or immediately adjacent to the Project site. Therefore, the Project would not impact any designated evacuation routes. With implementation of the approved Fuel Modification Plan, development under the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact is considered less than significant.</p>	<p>DR HAZ-4 Prior to issuance of building permits, the Project plans shall reflect a fire protection plan that would comply with or exceed the OCFA standards for Very High Fire Hazard Severity Zone (VHFHSZ)/Special Fire Protection Areas. Fire protection measures as part of the Project shall include, but not be limited to, fire-resistant structures adjoining natural open space areas and fuel modification/management to help suppress wildland fires. Unless an alternative approach is approved by OCFA, the fuel modification shall occur within two zones with requirements for minimum structure setbacks, permanent irrigation systems, fire-resistant plants from an approved plant list by the OCFA/County, and landscape and planting maintenance (i.e., thinning and removal of dead plants) as described below:</p> <ul style="list-style-type: none"> • Zone A shall consist of a 20-foot setback consisting of noncombustible construction only. • Zone B is the first 28 to 80 feet from Zone A. This zone will be cleared of all undesirable plant species, irrigated, and planted with plants as set forth in Appendix A of the Fire Behavior Report. <p>For those areas within the Project site not capable of providing a typical 170-foot fuel modification zone, an equal but alternative method of providing fire protection shall include increasing the irrigated zone(s) and providing a six-foot-high radiant heat wall at the edge of the fuel modification zone. The radiant heat wall shall be constructed at the edge of Zone B and between the structures and the native vegetation. The radiant heat walls are perpendicular to the wind but parallel with the slope and are extremely effective when used at the top of the slope in light to moderate fuels. (Note: DR BIO-4 pertains to the design of the radiant heat walls. Should the wall design be tempered glass over block wall, the tempered glass shall be textured to minimize the potential for bird strikes.)</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
Section 4.9 – Hydrology and Water Quality			
<p>Threshold 4.9-1 Violate any water quality standards or waste discharge requirements.</p> <p>Threshold 4.9-5 Otherwise substantially degrade water quality.</p>	<p>With the implementation of the development requirements, which are provided for in the Development Plan and included in the Mitigation Program (see Section 4.9.7), the Project would not violate any water quality standards and waste discharge requirements nor would it otherwise substantially degrade water quality. The water quality-related impacts would be less than significant. Additionally, implementation of DR HWQ-4 through DR HWQ-7, which includes compliance with the Construction General Permit, preparation of an SWPPP, and General WDRs would ensure impacts to receiving waters from non-storm water flows during construction are less than significant.</p>	<p>DR HWQ-4 Water Quality Management Plan. Prior to the issuance of any grading or building permits, the County or its designee shall submit for review and approval by the Manager of Building & Safety, or designee, the Final Water Quality Management Plans (WQMP) specifically identifying Best Management Practices (BMPs) that will be used on site to control predictable pollutant runoff. The County or its designee shall utilize the Orange County Drainage Area Management Plan (DAMP), Model WQMP, and Technical Guidance Manual for reference, and the County’s WQMP template for submittal. This WQMP shall include the following:</p> <ul style="list-style-type: none"> • Detailed site and project description. • Potential storm water pollutants. • Post-development drainage characteristics. • Low Impact Development (LID) BMP selection and analysis. • Structural and Non-Structural source-control BMPs. • Site design and drainage plan (BMP Exhibit). • GIS coordinates for all LID and Treatment Control BMPs. • Operation and Maintenance (O&M) Plan that (1) describes the long-term operation and maintenance requirements for BMPs identified in the BMP Exhibit; (2) identifies the entity that will be responsible for long-term operation and maintenance of the referenced BMPs; and (3) describes the mechanism for funding the long-term operation and maintenance of the referenced BMPs. <p>DR HWQ-5 Compliance with the National Pollutant Discharge Elimination System (NPDES) Implementation Program. Prior to the issuance of a certificate of use and occupancy, the County or its designee shall demonstrate compliance with the County’s NPDES Implementation Program in a manner meeting the satisfaction of the Manager, OC Inspection, including the following:</p> <ul style="list-style-type: none"> • Demonstrate that all structural BMPs described in the BMP Exhibit from the Project’s approved WQMP have been implemented, constructed, and installed in conformance with approved plans and specifications; • Demonstrate that the County or its designee has complied with all non-structural BMPs described in the Project’s WQMP; • Submit for review and approval an Operations and Maintenance (O&M) Plan for all structural BMPs (the O&M Plan shall become an attachment to the WQMP; 	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Demonstrate that copies of the Project’s approved WQMP (with attached O&M Plan) are available for each of the initial occupants; • Agree to pay for a Special Investigation from the County of Orange for a date 12 months after the issuance of a Certificate of Use and Occupancy for the Project to verify compliance with the approved WQMP and O&M Plan; and • Demonstrate that the County or its designee has recorded one of the following: <ol style="list-style-type: none"> 1. Covenants, Conditions, and Restrictions (CC&Rs), which includes the approved WQMP and O&M Plan; 2. A water quality implementation agreement that has the approved WQMP and O&M Plan attached; or 3. The final approved WQMP and O&M Plan. <p>DR HWQ-6 Storm Water Pollution Prevention Plan. Prior to the issuance of any grading or building permits, the County or its designee shall demonstrate compliance with California’s General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing in a manner meeting the satisfaction of the Manager of Building & Safety, or designee. Projects subject to this requirement shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the Project site and be available for County review on request.</p> <p>DR HWQ-7 Erosion and Sediment Control Plan. Prior to the issuance of any grading or building permit, the County or its designee shall submit an Erosion and Sediment Control Plan (ESCP) in a manner meeting approval of the Manager of Building & Safety, or designee, to demonstrate compliance with the County’s NPDES Implementation Program and State water quality regulations for grading and construction activities. The ESCP shall identify how all construction materials, wastes, grading or demolition debris, and stockpiles of soil, aggregates, soil amendments, and other construction materials shall be properly covered, stored, and secured to prevent transport into local drainages or coastal waters by wind, rain, tracking, tidal erosion, or dispersion. The ESCP shall also describe how the County or its designee will ensure that all BMPs will be maintained during construction of any future public rights-of-way. The ESCP shall be updated as needed to address the changing circumstances of the Project site. A copy of the current ESCP shall be kept at the Project site and be available for County review on request.</p> <p>No mitigation is required.</p>	

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.9-2 Substantially alter the existing drainage pattern of the site or area including the alteration of the course of a stream or river, in manner which would result in substantial erosion or siltation on or off-site.</p> <p>Threshold 4.9-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.</p> <p>Threshold 4.9-4 Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>The Project would not alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on or off-site. The proposed improvements, including provision of detention basins, have been designed to best maintain existing drainage runoff flow patterns, when feasible. Additionally, the Project would not change the existing drainage pattern of the site in a manner that would increase the rate or amount of runoff resulting in flooding on- or off-site. Also, the Project would not exceed capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff. Therefore, no significant impacts would occur with incorporation of DR HWQ-1 through DR HWQ-3. During the final design of the Project, which will build upon the existing reports, additional drainage analysis (DR HWQ-1) would be conducted to determine maximum allowed discharge for the entire Project site and for individual planning areas based on the proposed development plan and the backbone storm drain system for each area.</p>	<p>DR HWQ-1 Drainage Study. Prior to the issuance of any grading permits, the following drainage studies shall be submitted to and approved by the Manager of Building & Safety, or designee:</p> <ul style="list-style-type: none"> A. A drainage study of the Project including off-site areas that drain onto and/or through the Project, and justification of any proposed diversions; B. When applicable, a drainage study evidencing that proposed drainage patterns will not overload existing storm drains; and C. Detailed drainage studies indicating how the Project grading, in conjunction with the drainage conveyance systems (including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding) will allow building pads to be safe from inundation from rainfall runoff, which may be expected from all storms up to and including the theoretical 100-year flood. <p>DR HWQ-2 Drainage Facilities. Prior to issuance of grading or building permits, drainage studies that demonstrate the following shall be submitted to and approved by Manager of Building & Safety, or designee:</p> <ul style="list-style-type: none"> 1. All surface runoff and subsurface drainage directed to the nearest acceptable drainage facility, as determined by the Manager of Building & Safety, or designee. 2. Drainage facilities discharging onto adjacent property shall be designed to imitate the manner in which runoff is currently produced from the site and in a manner meeting the satisfaction of the Manager of Building & Safety, or designee. Alternatively, the County or its designee may obtain a drainage acceptance and maintenance agreement, suitable for recordation, from the owner of said adjacent property. All drainage facilities must be consistent with the County of Orange Grading Ordinance and Local Drainage Manual. <p>DR HWQ-3 Drainage Improvements</p> <ul style="list-style-type: none"> A. Prior to the issuance of any grading permits, the County or its designee shall do the following in a manner meeting the approval of the Manager of Building & Safety, or designee: <ul style="list-style-type: none"> 1. Design provisions for surface drainage; 2. Design all necessary storm drain facilities extending to satisfactory point of disposal for the p[roper control and disposal of storm runoff; and B. Prior to the approval of final inspection, said improvements shall be constructed, or provide evidence of finance security (such as bonding), in a manner meeting the approval of the Manager, OC Inspection. <p>No mitigation is required.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
Section 4.10 – Land Use and Planning			
<p>Threshold 4.10-1 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p><u>Consistency with Applicable Planning Documents</u> For the reasons disclosed above, the Project is not subject to the City of Irvine General Plan and Zoning Ordinance or any implementing requirements of the same and thus those are not applicable plans as defined by the CEQA significance threshold. For purposes of informed decision making, the above compares the Project to City General Plan goals and policies and analyzes whether the Project conflicts.</p> <p>The Project is consistent with the goals and strategies of RTP/SCS. As the Project is not included in the OCP-2014 projections, or earlier versions of the same, the Project is not included within the growth projections of regional planning programs like the RTP/SCS. With implementation of MM LU-1, as part of the next updates, the regional planning programs would be modified to reflect the growth associated with the Project and any potential land use planning inconsistency impact would be reduced to less than significant. However, in the interim, until these planning programs are amended, this impact has been identified as a significant, unavoidable impact for regional planning programs as revisions to those programs is not within the jurisdiction or control of the County.</p> <p><u>Compatibility with Existing and Planned Land Uses</u> The Development Plan would introduce multi-family residential uses that would be compatible with the existing and planned land uses around the site. Additionally, the Project would have a fuel modification zone in addition to a number of neighborhood parks, focal garden, pockets parks, and ample landscaping along the Project site’s perimeter that would create buffer(s) with adjacent existing and planned uses. Hence, the impacts would be less than significant as it pertains to consistency with land use plans.</p>	<p>MM LU-1 The County shall provide the Project data to the Center for Demographic Research and request inclusion of the Project into the Orange County Projections (OCP) dataset, which will be used for the regional planning programs. This shall occur either through a mid-cycle update or in conjunction with the next scheduled update (anticipated in 2018).</p>	<p><u>Consistency with Applicable Planning Documents</u> Significant and Unavoidable</p> <p><u>Compatibility with Existing and Planned Land Uses</u> Less Than Significant</p>
Section 4.11 – Noise			
<p>Threshold 4.11-1 Result in exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.</p>	<p>Noise-generating construction activities would be limited to the hours specified in DR NOI-1, and the impact would be less than significant. On-site stationary equipment and noise-generating activities have the potential to exceed the noise level limits. Impacts would be less than significant with the implementation of MM NOI-1. Future traffic noise and event noise from Portola High School could create a potential noise incompatibility with proposed land uses. MM NOI-2 and MM NOI-3 would require Project design to reduce exterior and interior noise levels to the levels specified therein, and to provide disclosure of potential noise to residents of units with balconies. With implementation of MM NOI-2 and MM NOI-3, the impact would be less than significant.</p>	<p>DR NOI-1 Construction activities shall be limited to the hours of 7:00 AM to 7:00 PM, Monday through Friday and 9:00 AM and 6:00 PM on Saturday and will not take place on Sundays or federal holidays.</p> <p>MM NOI-1 Prior to the issuance of each building permit, the County or designee shall obtain the approval of the Manager of Building & Safety, or designee, for an Acoustical Analysis Report and appropriate plans that demonstrate that the noise levels generated by heating, ventilation, and air conditioning (HVAC), and similar mechanical equipment that can operate continuously at nighttime, would not exceed the nighttime noise limit of 50 dBA for a time period of 30 minutes at the nearest existing or potential future residential receptor as specified in the City of Irvine Noise Ordinance. This same 50 dBA threshold shall apply to nighttime noise levels at the Wildlife Movement Corridor and the Reserve Area.</p> <p>MM NOI-2 Prior to the issuance of each building permit for a residential building, the County or designee shall obtain the approval of the Manager of Building & Safety, or designee, of an Acoustical Analysis Report and appropriate plans that demonstrate that the proposed</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>site and architectural design features would provide an interior noise level of 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) or less (based on buildout traffic conditions) in all habitable rooms of the proposed buildings facing Irvine Boulevard and Alton Parkway. The County or designee shall also submit building plans and specifications showing that the following occur:</p> <ul style="list-style-type: none"> All residential units shall be provided with a means of mechanical ventilation, as required by the California Building Code, for occupancy with windows closed. All exterior use areas shall be located behind the buildings, shielded by a sound wall or other barrier, or at an adequate distance from the noise source to provide exterior noise levels not exceeding 65 dBA CNEL. Exterior use areas are defined in footnote 2 to Table 4.11-4, Irvine Interior and Exterior Noise Standards. <p>MM NOI-3 Prior to the issuance of each occupancy permit for a residential building with balconies with forecasted future noise levels exceeding 65 dBA CNEL, the County or designee shall obtain the approval of the Manager of Building & Safety, or designee, of the process that the Project Applicant will use to provide occupancy disclosure notices to all future tenants regarding potential noise impacts that future noise levels at the balconies may exceed 65 dBA CNEL.</p>	
<p>Threshold 4.11-2 Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>Vibration-generating construction activities could occur within the requisite distance of adjacent commercial buildings or future on-site buildings. The potential annoyance or structural damage impact, with the exception of pile-driving equipment would be less than significant. Pile-driving operations have the potential to exceed vibration impact thresholds. Impacts would be less than significant by implementation of MM NOI-4, which requires the pile driving activities to be designed to limit vibration to less than 0.24 peak particle velocity (ppv) inch per second (in/sec) or less at occupied buildings.</p>	<p>MM NOI-4 Prior to the issuance of each building permit that would include pile driving, the County or designee shall obtain the approval of the Manager of Building & Safety, or designee of a vibration analysis demonstrating that the pile installation has been designed to limit vibrations to 0.24 peak particle velocity (ppv) inch per second (in/sec) or less at occupied buildings.</p>	<p>Less Than Significant</p>
<p>Threshold 4.11-3 Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>Project-generated traffic noise increases at sensitive receptors would be less than significant. With the implementation of MM NOI-1, permanent ambient noise increases in the vicinity of the Project site generated by on-Project site sources would be less than significant.</p>	<p>Refer to MM NOI-1 above.</p>	<p>Less Than Significant</p>
<p>Threshold 4.11-4 Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>There would be a temporary increase in ambient noise levels in the Project vicinity due to Project construction, including rock crushing and pile driving. With distance, traffic noise, and implementation of MMs NOI-5 and NOI-6 the noise increase from construction activities, including rock crushing and pile driving would be less than significant at off-site sensitive receptors. Additionally, new residents of the Project would hear some of the ongoing construction noise; however, with implementation of MMs NOI-5 and NOI-6, the noise increase would be less than significant. Therefore, with implementation of mitigation measures, temporary increases in ambient noise levels due to Project construction would be less than significant.</p>	<p>Refer to DR NOI-1 above.</p> <p>DR NOI-2 Prior to the issuance of any grading permits, the County or designee shall produce evidence acceptable to the Manager of Building & Safety, or designee, that:</p> <ul style="list-style-type: none"> All construction vehicles or equipment, fixed or mobile, operated within 1,000 feet of an occupied dwelling unit, the Habitat Reserve area, or the Wildlife Movement Corridor shall be equipped with properly operating and maintained mufflers. 	<p>Less Than Significant</p>

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		<ul style="list-style-type: none"> • Stockpiling and/or vehicle staging areas shall be located as far as practicable from occupied dwellings, the Habitat Reserve area, or the Wildlife Movement Corridor. <p>Notations in the above format, appropriately numbered and included with other notations on the front sheet of the Project's permitted grading plans, will be considered as adequate evidence of compliance with this condition.</p> <p>MM NOI-5 Prior to the issuance of a demolition permit if rock crushing is to occur on site, the County or designee Project plans shall demonstrate that the rock crusher would operate no closer than 2,350 feet from Portola High School classroom buildings or at a closer distance where it can be demonstrated that the maximum noise level with the rock crushing activities would not exceed 55 dBA L_{max} and the average noise level with the rock crushing activities at the classroom buildings would be 52 dBA Leq. Additionally, the demolition permits shall include a requirement that any rock crushing activities on site occur during the non-breeding season (i.e., generally between September 16 and January 31).</p> <p>MM NOI-6 Prior to the issuance of each building permit that would include pile driving, the County or designee shall obtain the approval of the Manager of Building & Safety, or designee of plans and specifications that stipulate that the Contractor shall:</p> <ol style="list-style-type: none"> a. Survey pile driving equipment appropriate for the Project, which is available in the region and commercially reasonable, and select the model with the lowest noise level. b. Use cushion blocks or noise curtains or both, to minimize the pile driving noise impact to the residences, the Portola High School, and occupied buildings adjacent to the site. c. Limit, by measures (a) and (b), the maximum pile driving impact noise to the residences, the Portola High School, and occupied buildings adjacent to the site to 75 dBA L_{max}. d. Submit a memorandum to the Manager of Building & Safety, or designee documenting the equipment survey and selection, pile driving noise reduction measures, and anticipated noise levels at nearby receptors. Additionally, pile driving shall only be allowed during the non-breeding season (i.e., generally between September 16 and January 31). 	
Section 4.12 - Population and Housing			
<p>Threshold 4.12-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).</p>	<p>The Project proposes new dwelling units, which would generate approximately 1,598 new residents in the City. This growth has not been incorporated into the current long-range planning programs. Therefore, the Project would have a direct growth-inducing impact on the Project site. However, due to the nature of the Project, a substantial indirect growth-inducing impact related to the Project is not anticipated because</p>	<p>No mitigation is feasible.</p>	<p>Significant and Unavoidable</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
	<p>the Project would not substantially extend infrastructure and other improvements that would encourage development levels beyond what is already planned elsewhere in the City and County. The direct growth-inducing effects would be considered a significant and unavoidable impact, as no population growth for the proposed Project was expected or included in the OCP-2014. .</p>		
Section 4.13 – Public Services			
<p>Threshold 4.13-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>(i) Fire protection.</p>	<p>The Project would create the typical range of service calls for residential developments, including structural fires and emergency medical and rescue services, and hazardous materials inspections and response. With the incorporation of DR FIRE-1 through DR FIRE-5 and DR HAZ-4, Project impacts on fire protection services would be less than significant. No new or physically altered fire facilities that would result in substantial adverse physical impacts would be required as a result of the Project.</p>	<p>Refer to DR HAZ-4 in Section 4.8, Hazards and Hazardous Materials, above.</p> <p>DR FIRE-1 Fire Alarm and Monitoring Systems. Prior to the issuance of a building permit which requires the installation of any fire alarm system, the County or its designee shall provide the Manager of Building & Safety, or designee, with a clearance from the Orange County Fire Authority (OCFA) indicating compliance with Guideline D-03 (New and Existing Fire Alarm & Signaling Systems). The fire alarm system shall be operational prior to the final inspection approval.</p> <p>DR FIRE-2</p> <p>A. Fire Master Plan. Prior to the issuance of a grading permit, the County or its designee must provide the Manager of Building & Safety, or designee, with proof from the OCFA indicating that a Fire Master Plan has been prepared that complies with Chapter 5 of the Fire Code and Guideline B-09 (Fire Master Plans for Commercial & Residential Development).</p> <p>B. Site Access. Prior to the issuance of any grading permit (with the exception of initial mass grading of a large-scale project), the County or its designee shall provide the Manager of Building & Safety, or designee, with proof from the OCFA indicating that a Fire Master Plan has been prepared that complies with Guideline B-09 (Fire Master Plans for Commercial & Residential Development), including identification of access to and in the project area. *Note: refer to the OCFA website to obtain a copy of Guideline B-09 for information regarding the submittal requirements.</p> <p>C. Lumber Drop. Prior to the issuance of a building permit, the County or its designee must provide the Manager of Building & Safety, or designee, with proof from OCFA allowing the introduction of combustible materials into the project area.</p> <p>DR FIRE-3 Automatic Fire Sprinkler Systems.</p> <p>A. Prior to the issuance of a building permit, the County or its designee shall provide the Manager of Building & Safety, or designee, with a copy of the OCFA-approved Fire Master Plan or site plan indicating that an approved automatic fire sprinkler system will be provided.</p> <p>B. Prior to the final inspection approval, the automatic fire sprinkler system shall be operational in a manner meeting the approval of the Fire Chief.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
		<p>DR FIRE-4 Traffic Signal Preemption Devices. Prior to the acceptance of public street improvements requiring installation of a traffic signal, if determined necessary by the Fire Code Official, the County or its designee shall install traffic signal preemption equipment for the surrounding signalized intersections. The clearance of this condition shall be by the Manager of Building & Safety, or designee, based on evidence that an agreement is in place or that the traffic signal preemption equipment has been installed.</p> <p>DR FIRE-5 Secured Fire Protection Agreement. Prior to approval of any building permits for the Project, the County or its designee shall enter into a Secured Fire Protection Agreement with the OCFA.</p> <p>No mitigation is required.</p>	
<p>Threshold 4.13-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>(ii) Police protection.</p>	<p>The Project would increase the demand for police protection services, increasing demand by approximately 1.4 sworn officers, 0.5 non-sworn full-time professional staff, and 0.4 non-sworn part-time staff member. However, the increase of sworn and non-sworn staff members would not require new or physically altered governmental facilities. Compliance with DR FIRE-4, would further ensure that adequate police protection response times are provided. This impact is considered less than significant.</p>	<p>Refer to DR FIRE-4 above.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.13-3 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>(iii) Schools.</p>	<p>The Proposed Project would generate approximately 208 students in the IUSD. The Project would be required to comply with the California Government Code (payment of State-mandated school fees). Therefore, with payment of State-mandated school fees, impacts to schools would be less than significant. While the provision of portable classroom facilities may be required to accommodate Project generated students, the provision of these facilities would not exceed student capacity guidelines for new schools pursuant to IUSD Board Policy 7112 and would not result in substantial adverse physical impacts. .</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.13-5 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>(v) Other Public Facilities.</p>	<p>With an increase of approximately 1,535 residents, the Project would result in additional demand on the OCPL. However, the County has not established a service standard and no such standard has been set forth by the American Library Association. Library services have changed in the last five years and according to the OCPL, the focus is on incorporating electronic materials (e-materials) and not on volumes in the traditional sense. The OCPL has indicated there are no plans to construct new libraries to serve the Project area. Therefore, the Project would not, in and of itself, trigger the construction of new or expanded library facilities, and the impact is less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
Section 4.14 – Recreation			
<p>Threshold 4.14-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>The proposed Project would increase demand for recreational facilities and amenities by introducing increased population in the area. However, the Project has committed to providing parkland in accordance with the provisions of the Development Plan (DR REC-1). This would be accomplished through the provision of active and passive parks and recreational facilities proposed as part of the Project. Though the residents of the Project would reasonably avail themselves of recreational facilities within the City and/or the County, including the OCGP, regional parks, and beaches, the anticipated increase in usage would not be substantial in light of the regional design of these recreational amenities nor would it accelerate substantial physical deterioration of these facilities. Therefore, the potential impact to recreation would be less than significant.</p>	<p>DR REC-1 Prior to the issuance of a Certificate of Occupancy for any residential dwelling unit, the County or designee shall grade and improve common open space areas at a minimum ratio of 2.5 acres of parkland per 1,000 residents through provision of an open space system on site. The common open spaces areas that satisfy this requirement shall comply with Section 3.3.1, Common Open Space or Table 3.2, Development Standards of the Development Plan, as applicable.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.14-2 Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p>The proposed Project would include recreational facilities and amenities through a system of parks, recreational facilities and open space in the development. These facilities would meet the needs of the future residents and users of the development and any adverse physical effects associated with implementation of these improvements are addressed elsewhere in this EIR. Given the availability of recreational facilities within the Project, the proposed Project would not require the construction or expansion of other recreational facilities that might have any adverse physical effects on the environment. No additional recreational facilities, beyond those associated with the Project, are proposed that would adversely impact the environment. Therefore, the potential impact to recreation would be less than significant.</p>	<p>No mitigation required.</p>	<p>Less Than Significant</p>
Section 4.15 – Transportation/Traffic			
<p>City of Irvine</p> <p>Threshold 4.15-1 In the City of Irvine outside the Irvine Planning Area, Irvine Business Complex (IBC), the Bake Parkway/I-5 ramp, the Alton Parkway/Irvine Boulevard intersection, the Bake Parkway/Irvine Boulevard intersection, the Lake Forest/I-5 SB Ramp, and the Lake Forest/Irvine Center Drive, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-2 In the City of Irvine not addressed by Threshold 4.15-1, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS E to LOS F.</p> <p>Threshold 4.15-3 In the City of Irvine outside of the Irvine Planning Area, Irvine Business Complex (IBC), the Bake Parkway/I-5 ramp, the Alton Parkway/Irvine Boulevard intersection, the Bake Parkway/Irvine Boulevard intersection, the Lake Forest/I-5 SB Ramp, and the Lake Forest/Irvine Center Drive, the</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios. However, the Project would contribute to a significant impact at the Jamboree Road northbound ramps and Warner Avenue intersection in the Year 2035 scenario (cumulative). While this impacts can be mitigated, should the County be unable to join the NITM Program or a formal agreement not be reached between the County and the City of Irvine relating to the payment of any applicable fees, the County would be unable to implement this measure because it is located outside of their jurisdiction. Therefore, this impact would remain significant and unavoidable.</p>	<p>No mitigation is required.</p> <p>DR TRAN-3 Prior to the issuance of any building permits, the County or its designee shall deliver an irrevocable offer to dedicate a traffic signal maintenance easement to the applicable jurisdiction at the applicable Project site access points along Irvine Boulevard in a manner meeting the approval of the Manager of Building & Safety, or designee.</p> <p>MM TRAN-1 This MM is no longer warranted and is intentionally omitted.</p> <p>MM TRAN-3 Prior to the issuance of any building permits, the County shall conduct a fee reallocation study to establish the Project’s fair share traffic mitigation fees to be paid to the NITM Program, toward improvements identified in the List of NITM Improvements. County shall pay, or cause its designee to pay, its fair share traffic mitigation fees toward the improvements identified in the List of NITM Improvements, pursuant to this fee reallocation study. The fair share shall be calculated based on the final Project entitlements.</p> <p>The direct and cumulative impacts associated with the Project are identified in the updated Table 4.15-35. For locations where</p>	<p><u>Existing Plus Project Scenario</u> Less Than Significant</p> <p><u>2017 Plus Project Scenario</u> Less Than Significant</p> <p><u>2035 Plus Project Scenario</u> Less Than Significant</p> <p><u>Post-2035 Plus Project Scenario</u> Less Than Significant</p> <p><u>2035 Plus Project with Pending Project Scenario (Cumulative)</u> Contributes to a Significant and Unavoidable Impact</p> <p><u>Post-2035 Plus Project with Pending Project Scenario (Cumulative)</u> Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>addition of project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-4 In the City of Irvine outside of those identified by Threshold T-3, the addition of project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS F under baseline conditions.</p> <p>Threshold 4.15-5 In the City of Irvine outside of PA33 (Irvine Spectrum Area) and PA36 (IBC), the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-6 In the City of Irvine in PA33 (Irvine Spectrum Area) and PA36 (IBC), the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-7 In the City of Irvine outside of PA33 (Irvine Spectrum Area) and PA36 (IBC), the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-8 In the City of Irvine in PA33 (Irvine Spectrum Area) and PA36 (IBC), the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment operating at LOS F.</p> <p>Threshold 4.15-9 In the City of Irvine, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-10 In the City of Irvine, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, on a freeway ramp segment operating at LOS F.</p>		<p>improvements other than those programmed by NITM are required, the County shall be responsible as follows:</p> <ul style="list-style-type: none"> • For those locations where improvements, are required due to direct Project impacts, the County shall negotiate a formal agreement with the City of Irvine, to pay to the City of Irvine the cost of those additional improvements. • For those locations where a cumulative impact has been identified, the County shall negotiate an agreement to pay a fair share of the costs to mitigate the cumulative impact, per typical City protocols for identifying the share. 	
<p>City of Tustin</p> <p>Threshold 4.15-11 In the City of Tustin, the addition of project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-12 In the City of Tustin, the addition of project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

**TABLE 1-1
SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.15-13 In the City of Tustin, the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-14 In the City of Tustin, the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-15 In the City of Tustin, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-16 In the City of Tustin, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, on a freeway ramp segment operating at LOS F.</p>			
<p>City of Laguna Beach</p> <p>Threshold 4.15-17 In the City of Laguna Beach, the addition of project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-18 In the City of Laguna Beach, the addition of project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-19 In the City of Laguna Beach, the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-20 In the City of Laguna Beach, the addition of project generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-21 In the City of Laguna Beach, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-22 In the City of Laguna Beach, the addition of project generated trips increases the V/C ratio on a freeway ramp to increase by more than 0.02, on a freeway ramp segment operating at LOS F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>City of Lake Forest</p> <p>Threshold 4.15-23 In the City of Lake Forest, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-24 In the City of Lake Forest, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-25 In the City of Lake Forest, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-26 In the City of Lake Forest, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-27 In the City of Lake Forest, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-28 In the City of Lake Forest, the addition of Project-generated trips increases the V/C ratio by more than 0.02 on a freeway ramp segment operating at LOS F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>City of Laguna Hills</p> <p>Threshold 4.15-29 In the City of Laguna Hills, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-30 In the City of Laguna Hills, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-31 In the City of Laguna Hills, the addition of Project-generated trips increases the daily and peak hour V/C ratio on a roadway segment by more than 0.02, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-32 In the City of Laguna Hills, the addition of Project-generated trips increases the V/C ratio on a roadway segment by more than 0.02 operating at LOS E or F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.15-33 In the City of Laguna Hills, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-34 In the City of Laguna Hills, the addition of Project-generated trips increases the V/C ratio by more than 0.02 on a freeway ramp segment operating at LOS F.</p>			
<p>City of Laguna Woods</p> <p>Threshold 4.15-35 In the City of Laguna Woods, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-36 In the City of Laguna Woods, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-37 In the City of Laguna Woods, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-38 In the City of Laguna Woods, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-39 In the City of Laguna Woods, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-40 In the City of Laguna Woods, the addition of Project-generated trips increases the V/C ratio by more than 0.02 on a freeway ramp segment operating at LOS F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>City of Aliso Viejo</p> <p>Threshold 4.15-41 In the City of Aliso Viejo, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-42 In the City of Aliso Viejo, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.15-43 In the City of Aliso Viejo, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-44 In the City of Aliso Viejo, the addition of Project generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-45 In the City of Aliso Viejo, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-46 In the City of Aliso Viejo, the addition of Project-generated trips increases the V/C ratio by more than 0.02, on a freeway ramp segment operating at LOS F.</p>			
<p>City of Mission Viejo</p> <p>Threshold 4.15-47 In the City of Mission Viejo, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-48 In the City of Mission Viejo, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-49 In the City of Mission Viejo, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-50 In the City of Mission Viejo, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-51 In the City of Mission Viejo, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-52 In the City of Mission Viejo, the addition of Project-generated trips increases the V/C ratio by more than 0.02 on a freeway ramp segment operating at LOS F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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SUMMARY OF POTENTIAL IMPACTS, MITIGATION MEASURES AND LEVEL OF SIGNIFICANCE**

Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>City of Orange</p> <p>Threshold 4.15-53 In the City of Orange, the addition of Project-generated trips increases the ICU at a study intersection by 0.02 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-54 In the City of Orange, the addition of Project-generated trips increases the ICU by 0.02 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-55 In the City of Orange, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-56 In the City of Orange, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.02 on a roadway segment operating at LOS E or F.</p> <p>Threshold 4.15-57 In the City of Orange, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.02, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-58 In the City of Orange, the addition of Project-generated trips increases the V/C ratio by more than 0.02 on a freeway ramp segment operating at LOS F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>County of Orange</p> <p>Threshold 4.15-59 In the County of Orange, the addition of Project-generated trips increases the ICU at a study intersection by 0.01 or more of capacity, causing the intersection to change from an acceptable LOS D to LOS E or LOS F.</p> <p>Threshold 4.15-60 In the County of Orange, the addition of Project-generated trips increases the ICU by 0.01 or more at a study intersection operating at LOS E or F under baseline conditions.</p> <p>Threshold 4.15-61 In the County of Orange, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.01 on a roadway segment, causing the roadway segment to change from an acceptable LOS D or better to LOS E or F.</p> <p>Threshold 4.15-62 In the County of Orange, the addition of Project-generated trips increases the daily and peak hour V/C ratio by more than 0.01 on a roadway segment operating at LOS E or F.</p>	<p>Based on the traffic data analysis and the threshold evaluations above, the proposed Project would not result in significant impacts in the Existing Plus Project, 2017 Plus Project, Year 2035 Plus Project, and Post-2035 Plus Project scenarios.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.15-63 In the County of Orange, the addition of Project-generated trips increases the V/C ratio on a freeway ramp by more than 0.01, causing the freeway ramp segment to change from an acceptable LOS E or better to LOS F.</p> <p>Threshold 4.15-64 In the County of Orange, the addition of Project-generated trips increases the V/C ratio by more than 0.01 on a freeway ramp segment operating at LOS F.</p>			
<p>Caltrans (Intersections)</p> <p>Threshold 4.15-65 The addition of Project-generated trips causes the LOS at a study intersection to degrade from LOS A, B, or C to D, E, or F (as measured by the application of the HCM methodologies).</p> <p>Threshold 4.15-66 The addition of Project-generated trips causes any increase in delay at a study intersection (as measured by the application of HCM methodologies) where the intersection operates at LOS D, E, or F prior to the addition of Project traffic.</p> <p>Caltrans (Mainline Freeway Facilities)</p> <p>Threshold 4.15-67 The addition of Project-generated trips increases the V/C on a freeway mainline by more than 0.03, and causes the LOS to degrade from LOS A, B, C, D, or E to LOS F.</p> <p>Threshold 4.15-68 The addition of project-generated trips increases the V/C on a freeway mainline by more than 0.03 on a facility operating at LOS F prior to the addition of Project traffic.</p>	<p>Based on the comments from the City of Irvine during the responses to comments period, the City methodology and standards were used to determine impacts at Caltrans (jurisdiction at these locations are shared by Caltrans and the City of Irvine). Based on this methodology, no impacts have been identified under these thresholds. Therefore, the mitigation measure that was previously proposed (MM TRAN-2) is no longer warranted and is intentionally omitted.</p>	<p>DR TRAN-1 Prior to issuance of building permits, the County or its designee shall pay applicable fees for the Major Thoroughfare and Bridge Fee Program (i.e., Foothill/Eastern Transportation Corridor Zone A) in a manner meeting the approval of the Manager of Building & Safety, or designee.</p> <p>Refer to DR TRAN-3 above.</p> <p>MM TRAN-2 This MM is no longer warranted and is intentionally omitted.</p> <p>Refer to MM TRAN-3 above.</p>	<p>Less Than Significant</p>
<p>Orange County Transportation Authority Congestion Management Program</p> <p>Threshold 4.15-69 The addition of Project-generated trips causes the LOS at a study intersection in the Orange County Transportation Authority Congestion Management Program to change from an acceptable LOS E to LOS F.</p> <p>Threshold 4.15-70 The addition of Project-generated trips increases the ICU by 0.03 or more at a study intersection operating at LOS F under baseline conditions.</p> <p>Threshold 4.15-71 The Project will not conflict with an applicable congestion management program, including, but not limited to LOS standard and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.</p>	<p>Project-generated trips would not cause the LOS at a study intersection under the jurisdiction of OCTA CMP to change from an acceptable LOS E to LOS F. Additionally proposed Project-generated trips would not increase the ICU by 0.03 or more at a CMP study intersection operating at LOS F under baseline conditions. The proposed Project would not conflict with applicable CMP standards. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>General CEQA thresholds</p> <p>Threshold 4.15-72 The Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>With implementation of DRs TRAN-4 through TRAN-6, which requires compliance with applicable City or County requirements, Project-generated traffic would not substantially increase hazards due to a design feature including, without limitations, connections with external roadways. Compliance with the Circulation Design Guidelines in the Development Plan (e.g., safety enhancing features and speed reduction mechanisms) would also avoid any potentially significant impacts. Further, based on the nature of the uses and the design of the Project, the Project would not substantially increase hazards due to incompatible uses. Therefore, the Project would have a less than significant impact.</p>	<p>DR TRAN-4 Prior to the issuance of any grading permits, the County or its designee shall provide adequate sight distance per Standard Plan 1117 at all street intersections which are internal to the Project, in a manner meeting the approval of the Manager of Building & Safety, or designee. The Project Applicant shall make all necessary revisions to the plan to meet the sight distance requirement such as removing slopes or other encroachments from the limited use area in a manner meeting the approval of the Manager of Building & Safety, or designee. In addition, sight distance for Project intersections and access points within the public right of way along Irvine Boulevard shall be based on City of Irvine Engineering Standard Plan 403 and City of Irvine Transportation Design Procedures.</p> <p>DR TRAN-5 In conjunction with Level I, II, or III reviews, when individual development projects under the Development Plan require an encroachment permit from the City of Irvine, that portion of the development that requires the encroachment permit shall be evaluated for consistency with applicable design requirements outlined in the City of Irvine <i>Transportation Design Procedures</i>. Consistency with the design requirements shall be in a manner meeting the approval of the Manager of Building & Safety, or designee.</p> <p>DR TRAN-6 The County should prepare a construction traffic management plan, in coordination with the adjacent cities, prior to commencement of construction. The plan should address routing, hours, provisions for over-sized equipment, and site access. The County or its designee shall submit the final plan to the City of Irvine and monitor implementation throughout the construction process.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.15-73 The Project will not result in inadequate emergency access.</p>	<p>The proposed Project would not result in inadequate emergency access. The Project has been planned to be consistent with applicable emergency access requirements. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.15-74 The Project will not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>	<p>The Project would not conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Project will create a multi-model circulation system that would accommodate various modes of transportation and facilitate connections to off-site public transit options. Implementation of DR TRAN-2 addresses the required improvements. Impacts would be less than significant.</p>	<p>DR TRAN-2 Prior to issuance of a grading permit the County or its designee shall design and construct, or provide evidence of an acceptable form of financial security, that improvements internal to the Project (i.e., streets, bus stops, on-road bicycle trails, street names, signs, striping and stenciling) shall be done in accordance with plans and specifications meeting the approval of the Manager of Building & Safety, or designee. Further, all underground traffic signal conduits (e.g., signals, phones, power, loop detectors, etc.) and other appurtenances (e.g., pull boxes, etc.) needed for future traffic signal construction within the City of Irvine rights-of-way and for future interconnection with adjacent intersections within the City of Irvine rights-of-way shall be constructed in accordance with City of Irvine Engineering Standard, Plans, and Specifications and be approved by the City Engineer.</p>	<p>Less Than Significant</p>
<p>Section 4.16 - Utilities and Service Systems</p>			
<p>Threshold 4.16-1 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>The Project proposes typical urban uses, and would be required to comply with all applicable wastewater discharge requirements, as enforced by the Santa Ana RWQCB. Therefore, the Project's impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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<p>Threshold 4.16-2 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.</p>	<p>The Project would require water (potable and nonpotable) and wastewater service from the IRWD. A Conditional Water and Sewer Will Serve Letter has been issued by IRWD (IRWD 2015c) indicating IRWD has sufficient capacity and will provide required water and wastewater services based on the identified Project. IRWD approved a Water Supply Verification on May 23, 2016 (IRWD 2016b), which confirmed the availability of water supply for the Project.</p> <p>Existing deficiencies in IRWD Sewer Reach B and the Alton Trunk Sewer wastewater drainage areas, identified by IRWD, are considered capital improvements to be provided by IRWD to service its customers in the Great Park Neighborhoods and the expansion of the Musick Jail. IRWD has committed to provide the necessary improvements required to provide service to the Project. The improvements to Reach B and the Alton Trunk Sewer will be implemented by IRWD independent of whether the Project proceeds, are part of the District's Capital Improvement Program and the potential for environmental impacts would be addressed by IRWD pursuant to CEQA prior to these improvements being constructed. The off-site Non-capital improvements to IRWD sewer lines to serve the Project are addressed in this EIR, and no further environmental impacts are anticipated. The Project would not require the construction or expansion of new water or wastewater treatment facilities or expansion of existing treatment facilities.</p> <p>Based on the IRWD demands for nonpotable water in the year 2035, which are estimated to vary from approximately 25.9 mgd for a normal year supply and demand condition up to 29.7 mgd for an estimated maximum dry supply and demand condition, primary treatment capacity of 33.5 mgd at the MWRP and the LAWRP combined would be able to accommodate all wastewater discharges to satisfy IRWD's estimated demands for delivery of nonpotable water to its customers. The Project would not require the construction or expansion of new water or wastewater treatment facilities or expansion of existing treatment facilities. The Project would be required to construct sewer lines and local sewer collection facilities; however, the impacts associated with the construction of the local facilities have been addressed as part of the Project and no further environmental impacts are anticipated. Based on the Water Supply Verification issued for the Project (IRWD 2016b), wastewater flows from the proposed Project would be accommodated and impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.16-3 Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.</p>	<p>As discussed in Section 4.9, Hydrology and Water Quality, construction of new storm drain facilities associated with the proposed Project would result in a less than significant impact. Development requirements identified in Section 4.9 would be applicable to the proposed Project.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

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Threshold of Significance	Project Impacts	Mitigation Program	Level of Significance After Mitigation
<p>Threshold 4.16-4 Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.</p>	<p>The Project would require water supplies from IRWD. The WSA shows that the IRWD has available water supplies (current and under development supplies) to meet the water demands of the project for the next 20 years (through 2035), including demands during normal, single-dry, and multiple-dry years. The IRWD has concurred with the findings of the WSA that available water supplies (potable and nonpotable) would be adequate to serve the Project. IRWD also approved a Water Supply Verification on May 23, 2016, which confirmed the availability of water supply for the Project. Therefore, impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.16-5 Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p>	<p>IRWD would provide wastewater treatment service to the Project. Based on IRWD demands for nonpotable water in the year 2035, which is estimated to vary from approximately 25.9 mgd for a normal year supply and demand condition up to 29.7 mgd for an estimated maximum dry supply and demand condition (as identified in the Project's WSA), the recently completed MWRP capacity expansion along with the current primary treatment capacity at the LAWRP (a combined total of 33.5 mgd) would be able to accommodate all wastewater discharges to satisfy IRWD's estimated demands for delivery of nonpotable water to its customers. IRWD has provided a Conditional Water and Sewer Will Service Letter (December 17, 2015), which indicates that IRWD would provide sewer service to the Project conditioned upon the County providing the construction of additional sewer trunk lines and local sewer collection facilities and necessary in-tract sewer mains. In addition, the Project would use future improvements identified by IRWD as part of its Capital Improvement Program. IRWD would have available wastewater treatment capacity to treat wastewater flows from the project. In addition, with IRWD's commitment and implementation of DR UTIL-1, wastewater flows from the proposed Project would be accommodated by IRWD and potential impacts related to wastewater treatment capacity would be less than significant.</p>	<p>DR UTIL-1 Prior to issuance of a grading permit, the County or its designee shall provide evidence acceptable to the Manager of Building & Safety, or designee that the South Coast Air Quality Management District (SCAQMD)-approved Dust Control Plan utilizes recycled water and not potable water for dust abatement.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.16-6 Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<p>There is sufficient solid waste disposal capacity in the existing landfills to meet the Project's solid waste disposal needs. Therefore, Project impacts to landfill capacity would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Threshold 4.16-7 Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<p>The proposed Project would comply with applicable solid waste statutes and regulations, including waste diversion programs. DR UTIL-2 would be implemented with the proposed Project. Impacts to solid waste statutes and regulations would be less than significant.</p>	<p>DR UTIL-2 The County or its designee shall comply with the minimum solid waste diversion requirements of AB 939, SB 1610, and SB 341 for solid waste generated during demolition, construction, and operation. A minimum of 75 percent of construction and demolition solid waste diversion compliance shall be done through the implementation of the OC Waste & Recycling's Construction & Demolition Program or comparable measures to the satisfaction of the Manager of Building & Safety, or designee. Pursuant to the Orange County Code of Ordinances, Title 4, Division 3, Article 2 (Solid Waste Management), Section 4-3-67 Franchise Required for Solid Waste Collection Services, waste diversion and recycling would be the responsibility of the designated franchise waste hauler under contract to the County.</p> <p>No mitigation is required.</p>	<p>Less Than Significant</p>