

MITIGATION MONITORING AND REPORTING PROGRAM NO. 312
FOR
ANAHEIM CANYON SPECIFIC PLAN (ACSP)

CEQA Action: Environmental Impact Report No. 2013-00348 (State Clearinghouse #2013101087)

1. **Project Description –**

- GPA2014-00492: Amend the General Plan Land Use, Circulation, Green, Economic Development, and Community Design Elements to provide consistency with the Anaheim Canyon Specific Plan.
- SPN2014-00065: Rescind the PacifiCenter Anaheim and Northeast Area Specific Plans and adopt the Anaheim Canyon Specific Plan in their place.
- ZCA2014-00115: Amend Title 18 (Zoning) of the Anaheim Municipal Code to (a) rescind Chapter 18.106 (PacifiCenter Anaheim Specific Plan No. 88-3 (SP88-3) Zoning and Development Standards) and Chapter 18.120 (Northeast Area Specific Plan No. 94-1 (SP94-1) Zoning and Development Standards), (b) adopt Chapter 18.120 (Anaheim Canyon Specific Plan No. 2015-01 (SP 2015-01) Zoning and Development Standards), and (c) amend other portions of the Anaheim Municipal Code to be consistent with the addition of the new Chapter 18.120.
- RCL2014-00262: Apply the zoning and development standards of the proposed new Chapter 18.120 to those properties within the Anaheim Canyon that are currently classified under the SP 88-3 Zone, the SP 94-1 Zone, the “I” Industrial Zone, the “C-G” General Commercial Zone, the “T” Transition Zone, and the Scenic Corridor (SC) Overlay Zone.

2. **Property Owner/Developer –** Any owner or developer of real property within the Anaheim Canyon Specific Plan boundaries

3. **Environmental Equivalent/Timing –** Any Mitigation Measure and timing thereof, subject to the approval of the City, which will have the same or superior result and will have the same or superior effect on the environment. The Planning Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed “environmental equivalent/timing” and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of environmental equivalency/timing shall be borne by the property owner/developer. Staff time for reviews will be charged on a time and materials basis at the rate in the City’s adopted fee schedule.

4. **Timing –** This is the point where a mitigation measure must be monitored for compliance. In the case where multiple action items are indicated, it is the first point where compliance associated with the mitigation measure must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Program will occur because routine City practices and procedures will ensure that the intent of the measure has been complied with. For example, if the timing is “to be shown on approved building plans” subsequent to issuance of the building permit consistent with the approved plans will be final building and zoning inspections pursuant to the building permit to ensure compliance.

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5. **Responsibility for Monitoring** – Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all departments listed for each mitigation measure.
6. **Ongoing Mitigation Measures** – The mitigation measures that are designated to occur on an ongoing basis as part of this mitigation monitoring program will be monitored in the form of an annual letter from the property owner/developer in January of each year stating how compliance with the subject measures(s) has been achieved. When compliance with a measure has been demonstrated for a period of one year, monitoring of the measure will be deemed to be satisfied and no further monitoring will occur. For measures that are to be monitored “Ongoing During Construction,” the annual letter will review those measures only while construction is occurring. Monitoring will be discontinued after construction is completed.
7. **Building Permit** – For purposes of this mitigation monitoring program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion or modification of any existing building but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

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AIR QUALITY			
<p>Prior to the issuance of grading, demolition or building plans, whichever occurs first.</p>	<p>AQ-1 Prior to issuance of grading, demolition or building plans, whichever occurs first, the property owner/developer shall provide a note on plans indicating that ongoing during grading and construction, contractors will use equipment that meets the following United States Environmental Protection Agency (EPA)-Certified emissions standards:</p> <p>All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 Final emission standards. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of grading, demolition or building plans, whichever occurs first.</p>	<p>AQ-2 Prior to issuance of grading, demolition or building plans, whichever occurs first, the property owner/developer shall provide a list of all construction equipment proposed to be used on the project site. This list may be provided on the building plans. The construction equipment list shall state the makes, models, and numbers of the equipment; that the equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations; and, that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of grading, demolition or building plans, whichever occurs first.</p>	<p>AQ-3 Prior to issuance of grading, demolition or building plans, whichever occurs first, the property owner/developer shall submit a dust control plan that implements the following measures during ground-disturbing activities, in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403, to further reduce PM₁₀ and PM_{2.5} emissions:</p> <ul style="list-style-type: none"> a) Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. b) During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. c) During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other cover that achieves the same amount of protection. d) During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the 	<p>Planning and Building Department/ Building Division</p>	

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	<p>construction site and a minimum of three times per day.</p> <p>e) During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.</p> <p>The Building Division shall verify compliance during normal construction site inspections.</p>		
<p>Prior to issuance of a building permit.</p>	<p>AQ-4 Prior to issuance of a building permit, the property owner/developer shall provide a note on plans indicating that:</p> <p>a) All coatings and solvents will have a volatile organic compound (VOC) content lower than required under Rule 1113 (i.e., super compliant paints).</p> <p>b) All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent applicant efficiency.</p> <p>c) The construction contractor shall also use precoated/natural colored building materials, where feasible.</p> <p>The Building Division shall verify compliance during normal construction site inspections.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of building permits for new residential development.</p>	<p>AQ-5 Prior to issuance of building permits, for residential development, the property owner/developer shall provide a note on building plans that indicates that all shared community barbeques will be electric powered barbeque units. These units shall be verified on site by the Building Division prior to issuance of a Certificate of Occupancy.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of a building permit.</p>	<p>AQ-6 Prior to issuance of a building permit, the property owner/developer shall show on plans that all applicant-provided appliances be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of building permit for new residential development.</p>	<p>AQ-7 Prior to issuance of building permits for new construction of residential development, the property owner/developer shall indicate on plans that garage and/or car port parking are electrically wired to accommodate a Level 2 (240 volt) electric vehicle charging. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.</p>	<p>Planning and Building Department/ Building Division</p>	

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<p>Prior to issuance of building permits for new construction of non-residential development of 100,000 building square feet or more.</p>	<p>AQ-8 Prior to issuance of building permits for new construction of non-residential development of 100,000 building square feet or more, the property owner/developer shall indicate on plans that Level 2 vehicle charging stations will be provided for public use, and where feasible, the property owner/developer shall coordinate with the City of Anaheim to install Level 3 (480 volt or higher) charging stations. The location of the charging station(s) shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of building permit.</p>	<p>AQ-9 Prior to issuance of building permits for new industrial or warehousing projects that meets the following criteria:</p> <ul style="list-style-type: none"> a) Have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and b) Are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. <p>The property owner/developer shall submit a health risk assessment (HRA) to the Planning Department. The HRA shall be prepared in accordance with policies and procedures of the State of California's Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), PM concentrations would exceed 2.5 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. The property owner/developer shall record a covenant on the property that requires ongoing implementation of T-BACTs identified in the HRA. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p>	<p>Planning and Building Department/ Building Division</p> <p>Planning and Building Department/ Planning Services Division</p> <p>City Attorney's Office</p>	

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<p>Prior to issuance of building permits for new residential developments.</p>	<p>AQ-10</p> <p>Prior to issuance of building permits for new residential developments, the property owner/developer shall submit a health risk assessment (HRA) to the Planning Department.</p> <p>The HRA shall be prepared in accordance with policies and procedures of the State of California's Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD).</p> <p>If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), PM concentrations would exceed 2.5 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the following is required prior to issuance of building permits:</p> <ol style="list-style-type: none"> a) The HRA shall identify the level of high-efficiency Minimum Efficiency Reporting Value (MERV) filter required to reduce indoor air concentrations of pollutants to achieve the cancer and/or noncancer threshold. b) Installation of high efficiency MERV filters in the intake of residential ventilation systems consistent with the recommendations of the HRA, shall be shown on plans. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. c) To ensure long-term maintenance and replacement of the MERV filters in the individual units, the property owner/developer shall record a covenant on the property that requires ongoing implementation of the actions below. The form of the covenant shall be approved by the City Attorney's Office prior to recordation. <ol style="list-style-type: none"> 1. The property owner/developer shall provide notification to all future tenants or owners of the potential health risk for affected units and the increased risk of exposure to diesel particulates when windows are open. 2. For rental units, the property owner/developer shall maintain and replace MERV filters in accordance with the manufacture's recommendations. 3. For ownership units, the Homeowner's Association shall incorporate requirements for long-term maintenance in the Covenant Conditions and Restrictions and inform homeowners of their responsibility to maintain the MERV filter in accordance with the manufacturer's recommendations. 	<p>Planning and Building Department/ Building Division</p> <p>Planning and Building Department/ Planning Services Division</p> <p>City Attorney's Office</p>	
<p>Prior to approval of any future discretionary action</p>	<p>AQ-11</p> <p>For projects located within 1,000 feet of an industrial facility that emits substantial odors, which includes but is not limited to:</p> <ul style="list-style-type: none"> ▪ Wastewater treatment plants ▪ Composting, greenwaste, or recycling facilities ▪ Fiberglass manufacturing facilities 	<p>Planning and Building Department/ Building Division</p> <p>Planning and Building Department/ Planning Services Division</p>	

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	<ul style="list-style-type: none"> ▪ Painting/coating operations ▪ Large-capacity coffee roasters ▪ Food-processing facilities <p>The property owner/developer shall submit an odor assessment to the Planning Director prior to approval of any future discretionary action that verifies that the South Coast Air Quality Management District (SCAQMD) has not received three or more verified odor complaints. If the Odor Assessment identifies that the facility has received three such complaints, the applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs) are capable of reducing potential odors to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers at the industrial facility, or installation of Minimum Efficiency Reporting Value (MERV) filters rated at 14 or better at all residential units.</p>		
<p><i>Transportation and Traffic Mitigation Measures T-1 through T-3 would also reduce Air Quality Impacts of the Proposed Project.</i></p>			
<p>BIOLOGICAL RESOURCES</p>			
<p>Prior to issuance of grading permits.</p>	<p>BIO-1 Prior to issuance of grading permits for any project that occurs within the areas identified as having potential for the occurrence of special plant communities and sensitive species as shown in Figure 5.3-1, <i>Areas with Potential for Sensitive Species and Plant Communities</i>, of the Draft EIR, the property owner/developer shall submit a biological survey prepared by a qualified biologist. The biological survey shall assess potential impacts to wildlife movement and identify any impacts to sensitive vegetation communities, including coastal sage scrub, riparian, wetland, and open water habitats. The property owner/developer shall be required to restore and revegetate where the loss of small and/or isolated habitat patches is proposed, and maintain existing wildlife movement opportunities.</p>	<p>Planning and Building Department/ Planning Services Division</p>	
<p>Prior to issuance of demolition, grading or building permits, whichever occurs first.</p>	<p>BIO-2 Prior to issuance of demolition, grading or building permits, whichever occurs first, construction activity is set to occur during nesting season (typically between February 1 and July 1), the property owner/developer shall be required to conduct nesting bird surveys in accordance with the California Department of Fish and Wildlife requirements, and submit said surveys to the City of Anaheim Planning Department. Such surveys shall identify avoidance measures to protect active nests.</p>	<p>Planning and Building Department/ Planning Services Division</p>	
<p>Prior to issuance of building permits.</p>	<p>BIO-3 Prior to issuance of building permits, for projects with new lighting located adjacent to natural areas, the property owner/developer shall submit a lighting plan indicating that the proposed lighting has been designed to prevent artificial lighting from reflecting into adjacent natural areas.</p>	<p>Planning and Building Department/ Building Division</p>	

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Prior to preliminary design of any bridge crossing the Santa Ana River.	<p>BIO-4 Prior to preliminary design of any bridge crossing the Santa Ana River, a qualified biologist shall conduct a jurisdictional delineation of the potential disturbance area at locations where construction activity could affect jurisdictional waters. The jurisdictional delineation shall determine if features are under the jurisdiction of the US Army Corps of Engineers (ACOE), the Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW). The result shall be a preliminary jurisdictional delineation report that shall be submitted to the City of Anaheim and any responsible agency, ACOE, RWQCB, and CDFW, as appropriate, for review and approval. Based on the results of the preliminary jurisdictional delineation, bridge design shall be completed so that impacts to jurisdictional waters are minimized in consultation with the ACOE, RWQCB, and CDFW. After final design but prior to construction, permits shall be obtained from each agency where applicable.</p>	<p>Planning and Building Department/ Planning Services Division</p> <p>US Army Corps of Engineers (ACOE), the Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW)</p>	
Prior to the issuance of grading permits.	<p>BIO-5 Prior to the issuance of grading permits for projects potentially affecting riparian or wetland habitat, the property owner/developer shall provide evidence that all necessary permits have been obtained from the California Department of Fish And Wildlife (pursuant to Section 1601-1603 of the Fish and Game Code) and the U.S. Army Corps of Engineers (pursuant to section 404 of the Clean Water Act) or that no such permits are required, in a manner meeting the approval of the City of Anaheim Planning Department. Should a Section 404 Permit from the Army Corps of Engineers be required, a Section 401 Water Quality Certification would also be obtained from the California Regional Water Quality Control Board, Santa Ana Region.</p>	<p>Planning and Building Department/ Planning Services Division</p> <p>US Army Corps of Engineers (ACOE), the Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW)</p>	
GREENHOUSE GAS EMISSIONS			
<i>See Air Quality Mitigation Measures AQ-5 through AQ-8 and Transportation and Traffic Mitigation Measures T-1 through T-3.</i>			
NOISE			
Ongoing during grading, demolition, and construction.	<p>N-1 Ongoing during grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:</p> <ul style="list-style-type: none"> ▪ Construction activity is limited to the daytime hours between 7 AM to 7 PM, as prescribed in the City's Municipal Code. ▪ All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers. ▪ Stationary equipment such as generators, air compressors shall be located as far as feasible from nearby noise-sensitive uses. 	<p>Planning and Building Department/ Building Division</p>	

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	<ul style="list-style-type: none"> ▪ Stockpiling is located as far as feasible from nearby noise-sensitive receptors ▪ Construction traffic shall be limited to the haul routes established by the City of Anaheim. 		
<p>Prior to issuance of a building permit for any project requiring pile driving or blasting during construction.</p>	<p>N-2 Prior to issuance of a building permit for any project requiring pile driving or blasting during construction, the property owner/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inches/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative uses such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of building permits.</p>	<p>N-3 Prior to issuance of building permits, if new vibration-sensitive land uses are located within 200 feet of any railroad line, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by operation of the rail line. Mixed use buildings shall be designed to eliminate vibration amplifications due to resonances of floors, walls, and ceilings. The detailed analysis shall be submitted to the Planning Department prior to issuance of building permits and shall show that the vibration levels would be below 72 VdB, which is Federal Transit Administration's nighttime criteria to regulate vibration impacts to affected residential uses.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of building permits for projects involving development of new industrial uses within 200 feet of any existing residential use or Development Area 3.</p>	<p>N-4 Prior to issuance of building permits for projects involving development of new industrial uses within 200 feet of any existing residential use or Development Area 3, the property owner/developer shall retain an acoustical engineer to conduct an acoustic analysis that includes a vibration analysis for potential impacts from vibration generated by industrial activities. The detailed analysis shall be submitted to the Planning Department showing that the vibration levels to any nearby residential use would be below 78 VdB during the daytime (7 AM to 10 PM) and 72 VdB during the nighttime (10 PM to 7 AM), which is the Federal Transit Administration's nighttime criteria to regulate vibration impacts to affected residential uses.</p>	<p>Planning and Building Department/ Building Division</p>	
<p>Prior to issuance of a building permit.</p>	<p>N-5 Prior to issuance of a building permit, the project property owner/developers shall submit a final acoustical report prepared to the satisfaction of the Planning Director. The report shall show that the development will be sound-attenuated against present and projected noise levels, including roadway, aircraft, helicopter, stationary sources (e.g., industrial, commercial, etc.), and railroad, to meet City interior standards as follows:</p> <p>a) The report shall demonstrate that the proposed residential design will result in compliance with the 45 dBA CNEL interior noise levels, as required by the California Building Code and California Noise Insulation Standards (Title 24 and 25 of the</p>	<p>Planning and Building Department/ Building Division</p>	

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	<p>California Code of Regulations).</p> <p>b) The report shall demonstrate that the Proposed Project residential design shall minimize nighttime awakening from train horns such that interior single-event noise levels are below 81 dBA L_{max}.</p> <p>The property owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the City, the project acoustical design features shall be incorporated into construction of the Proposed Project.</p>		
TRAFFIC AND CIRCULATION			
<p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees.</p>	<p>T-1</p> <p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owners/developer shall complete the following steps below to develop, implement and administer a comprehensive Transportation Demand Management (TDM) program.</p> <p>a) The property owner/developer shall provide to the City of Anaheim Public Works Department, for review and approval, a comprehensive TDM program that includes a menu of TDM program strategies and elements for both existing and future employees' commute options.</p> <p>b) The property owner/developer shall record a covenant on the property that requires ongoing implementation of the approved TDM program and designation of an on-site contact that will be responsible for coordinating the TDM program.</p> <p>c) The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p>	<p>Public Works Department/Traffic and Transportation Division</p> <p>City Attorney's Office</p>	
<p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees.</p>	<p>T-2</p> <p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owner/developer shall join and financially participate in a clean fuel shuttle program, if established. The property owner/developer shall record a covenant on the property that requires participation in the program ongoing during project operation. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p>	<p>Public Works Department/Traffic and Transportation Division</p> <p>City Attorney's Office</p>	
<p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees.</p>	<p>T-3</p> <p>Prior to the first final building and zoning inspection for any non-residential project generating 50 or more employees, the property owner/developer shall participate in the Anaheim Transportation Network (ATN)/Transportation Management Association. The property owner/developer shall record a covenant on the property that requires ongoing participation in the program and designation of an on-site contact that will be responsible for coordinating and representing the project with the ATN. The form of the covenant shall be approved by the City Attorney's Office prior to recordation.</p>	<p>Public Works Department/Traffic and Transportation Division</p> <p>City Attorney's Office</p>	

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<p>Prior to issuance of the first building permit for each building.</p>	<p>T-4 Prior to issuance of the first building permit for each building, the property owner/developer shall pay all applicable transportation impact fees to the City of Anaheim in amounts determined by the City Council Resolution in effect at the time of issuance of the building permit with credit given for City-authorized improvements provided by the property owner/developer; and participate in all applicable reimbursement or benefit districts which have been established.</p>	<p>Public Works Department/Traffic and Transportation Division</p>	
<p>Prior to issuance of building permits for any project forecast to generate 100 or more peak hour trips.</p>	<p>T-5 Prior to issuance of building permits for any project forecast to generate 100 or more peak hour trips, as determined by the City Traffic and Transportation Manager utilizing Anaheim Traffic Analysis Model Trip Generation Rates, the property owner/developer shall submit to the City Traffic and Transportation Manager traffic improvement phasing analyses to identify when the improvements identified in the Anaheim Canyon Specific Plan EIR Traffic Impact Study, Iteris, September 2014 (Appendix G of the Draft EIR) shall be designed and constructed.</p> <p>a) The traffic improvement phasing analyses will specify the timing, funding, construction and fair-share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Anaheim and surrounding jurisdictions, as defined by the City's General Plan, based on thresholds of significance, performance standards and methodologies utilized in EIR No. 348, Orange County Congestion Management Program and established in City of Anaheim Traffic Study Guidelines.</p> <p>b) The property owner/developer shall construct, bond for or enter into a funding agreement for necessary circulation system improvements, as determined by the City Traffic and Transportation Manager. At minimum, fair-share calculations shall include intersection improvements, rights-of-way, and construction costs, unless alternative funding sources have been identified to help pay for the improvement.</p>	<p>Public Works Department/Traffic and Transportation Division</p>	
<p>Prior to first final building and zoning inspection, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5.</p>	<p>T-6 Prior to first final building and zoning inspection, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5, the property owner/developer shall implement traffic improvements to maintain satisfactory levels of services, as identified in the project traffic improvement phasing analysis.</p>	<p>Public Works Department/Traffic and Transportation Division</p>	

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<p>Prior to issuance of building permits, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5.</p>	<p>T-7</p> <p>Prior to issuance of building permits, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5, the property owner/developer and the City of Anaheim shall take the following actions in cooperation with the Cities of Orange, Fullerton and Placentia:</p> <ul style="list-style-type: none"> a) The traffic improvement phasing analysis shall identify any impacts created by the project on facilities within the Cities of Orange, Fullerton or Placentia. b) The traffic improvement phasing analysis shall calculate the fair-share percentage responsibility for mitigating these impacts. c) The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with the Cities of Orange, Fullerton and Placentia. d) The property owner/developer shall pay the City of Anaheim the fair-share cost prior to issuance of a building permit. e) The City of Anaheim shall hold the amount received in trust, and then, once a mutually agreed upon joint program is executed by both cities, the City of Anaheim shall allocate the fair-share contribution to traffic mitigation programs that result in improved traffic flow at the impacted locations, via an agreement mutually acceptable to both cities. 	<p>Public Works Department/Traffic and Transportation Division</p>	
<p>Prior to issuance of building permits, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5.</p>	<p>T-8</p> <p>Prior to issuance of building permits, in conjunction with the preparation of any traffic improvement phasing analyses required by Mitigation Measure T-5, the property owner/developer and the City of Anaheim shall take the following actions in cooperation with Caltrans:</p> <ul style="list-style-type: none"> a) The traffic improvement phasing analysis shall identify the project's proportionate impact on the specific freeway mainline and/or freeway ramp locations. b) The traffic improvement phasing analysis shall determine the property owner/developer's fair-share percentage responsibility for mitigating project impacts based on thresholds of significance, performance standards and methodologies utilized in EIR No. 348 and established in the Orange County Congestion Management Program and City of Anaheim Traffic Study Guidelines. c) The traffic improvement phasing analysis shall determine if a regional transportation agency has programmed and funded the warranted improvements to the impacted freeway mainline or freeway ramp locations d) The City of Anaheim shall estimate the cost of the project's fair-share responsibility in cooperation with Caltrans. e) The property owner/developer shall pay the City of Anaheim the identified fair-share 	<p>Public Works Department/Traffic and Transportation Division</p>	

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	responsibility as determined above. f) The City shall allocate the property owners/developers fair-share contribution to traffic mitigation programs that result in improved traffic flow on the impacted mainline and ramp locations, via an agreement mutually acceptable to Caltrans and the City of Anaheim. g) Future traffic improvement phasing analyses for Caltrans facilities shall utilize the latest adopted HCM methodology. In addition, proposed intersection modifications within Caltrans right-of-way shall be consistent with Caltrans Traffic Operations Policy Directive 13-02: Intersection Control Evaluation (ICE)		
UTILITIES AND SERVICE SYSTEMS			
Prior to issuance of demolition, grading, or building permits, whichever occurs first.	USS-1 Prior to issuance of demolition, grading, or building permits, whichever occurs first, the property owner/developer shall submit plans to the City Engineer for review. The City Engineer shall review the location of each project to determine if it is an area served by potentially deficient sewer facilities, as identified in the latest updated sewer study for the ACSP. If the project will increase sewer flows beyond those programmed in the appropriate master plan sewer study for the area or if the project currently discharges to an existing deficient sewer system or will create a deficiency in an existing sewer line, the property owner/developer shall perform additional sewer analysis using flow, wet-weather data, and other information specific for the project to determine the surcharge levels for final design. The property owner/developer shall be required to guarantee mitigation of the impact to adequately serve the area to the satisfaction of the City Engineer and City Attorney's Office, which could include additional related fees, construction, or a combination thereof.	Public Works Department/ Engineering Division City Attorney's Office	
Prior to approval of sanitary sewer connections for each development project.	USS-2 Prior to approval of sanitary sewer connections for each development project, the property owner/developer shall be required to install the sanitary sewer facilities, as required by the City Engineer, to prevent the sewer surcharge in the public system from back-flowing into below-grade structures of the proposed development based upon the latest updated sewer study for the ACSP. Where requested by the City Engineer, sewer improvements shall be constructed with larger than recommended diameter to maintain the surcharge levels within the pipe, and the invert elevation of sewer laterals shall be located above the hydraulic grade line elevation of the surcharge levels when the invert elevation of sewer laterals are above the pipe crown.	Public Works Department/ Engineering Division	
Prior to the approval of any street improvement plans.	USS-3 Prior to the approval of any street improvement plans within the ACSP that encompass area(s) where Orange County Sanitation District (OCSD) will be upsizing trunk lines and/or are making other improvements, the property owner/developer shall coordinate with OCSD to ensure that backflow prevention devices are installed at the lateral connections	Public Works Department/ Engineering Division	

MITIGATION MONITORING AND REPORTING PROGRAM NO. 312

Timing	Mitigation Measure	Responsible for Monitoring	Completion
	to prevent surcharge flow from entering private properties. Proof of such coordination, such as a letter from OCSD affirming review of proposed plans, shall be provided by the property owner/developer to the City prior to approval of the street improvement plans.		