



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

APRIL 19, 2018

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

REGULAR SESSION – 7:00 P.M. – COUNCIL CHAMBER

ROLL CALL: CHAIR BRIETIGAM, VICE CHAIR TRUONG
COMMISSIONERS KANZLER, LAZENBY, LEHMAN, NGUYEN,
SALAZAR

Members of the public desiring to speak on any item of public interest, including any item on the agenda except public hearings, must do so during Oral Communications at the beginning of the meeting. Each speaker shall fill out a card stating name and address, to be presented to the Recording Secretary, and shall be limited to five (5) minutes. Members of the public wishing to address public hearing items shall do so at the time of the public hearing.

Any person requiring auxiliary aids and services due to a disability should contact the City Clerk's office at (714) 741-5035 to arrange for special accommodations. (Government Code §5494.3.2).

All revised or additional documents and writings related to any items on the agenda, which are distributed to all or a majority of the Planning Commissioners within 72 hours of a meeting, shall be available for public inspection (1) at the Planning Services Division during normal business hours; and (2) at the City Community Meeting Center Council Chamber at the time of the meeting.

Agenda item descriptions are intended to give a brief, general description of the item to advise the public of the item's general nature. The Planning Commission may take legislative action it deems appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

- A. ORAL COMMUNICATIONS - PUBLIC
- B. APPROVAL OF MINUTES: April 5, 2018
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)
 - C.1. CONDITIONAL USE PERMIT NO. CUP-120-2018

APPLICANT: QUAN HOA AN, LLC (KIMBERLY B. LE)

LOCATION: WEST SIDE OF EUCLID STREET, SOUTH OF
FORBES AVENUE AT 14291 EUCLID STREET #D101

REQUEST: Conditional Use Permit approval to upgrade an existing State Alcoholic Beverage Control (ABC) Type "41" (On-Sale, Beer and Wine, Public Eating Place) License to a new ABC Type "47" (On-Sale, General, Public Eating Place) License, and to allow live entertainment, in the form of karaoke, along with associated components (i.e., amplified sound, stage, and karaoke equipment), for an existing 1,885 square foot restaurant, Pho Hoa An Restaurant, currently operating under Conditional Use Permit No. CUP-102-03. The site is in the PUD-104-81 (Planned Unit Development) zone.

STAFF RECOMMENDATION: Denial of Conditional Use Permit No. CUP-120-2018.

C.2. CONDITIONAL USE PERMIT NO. CUP-127-2018

APPLICANT: VERIZON WIRELESS

LOCATION: TWENTY-FIVE (25) CITY-WIDE STREET LIGHTS IN PUBLIC RIGHT-OF-WAY OWNED BY SOUTHERN CALIFORNIA EDISON

REQUEST: Conditional Use Permit approval to allow the citywide installation of twenty-five (25) small wireless telecommunication facilities disguised as street lights along with a meter pedestal to be installed below finish grade or within the new street light. Each of the existing street lights, owned by Southern California Edison in the public right-of-way, will be removed and replaced with the new street light wireless telecommunication facility. This project is exempt pursuant to CEQA Section 15301 – Existing Facilities.

STAFF RECOMMENDATION: Approval of Conditional Use Permit No. CUP-127-2018, subject to the recommended Conditions of Approval.

C.3. MITIGATED NEGATIVE DECLARATION
SITE PLAN NO. SP-051-2018
VARIANCE NO. V-019-2018
TENTATIVE PARCEL MAP NO. PM-2017-187

APPLICANT: FRONTIER REAL ESTATE, LLC

LOCATION: NORTHWEST CORNER OF THE INTERSECTION OF GARDEN GROVE BOULEVARD AND BEACH BOULEVARD AT 7901 GARDEN GROVE BOULEVARD

REQUEST: A request for Site Plan, Variance, and Tentative Parcel Map approval for a joint project, "The Village Center", with the City of Stanton to approve the commercial portion of a mixed-use project at the northwest corner of Garden Grove Boulevard and Beach Boulevard. The overall site for the commercial center is 10.18 acres, with 4.1 acres in the City of Garden Grove. On the Garden Grove acreage, the request includes a Site Plan to revitalize existing buildings and construct two pad buildings, a Variance to reduce a portion of the landscape setback along Beach Boulevard from 15'-0" to 11'-0", and a Tentative Parcel Map to divide the Garden Grove portion of the site into four (4) parcels and a sliver of a 5th parcel. The City of Stanton is the lead agency for the entire project. The site is at 7901 Garden Grove Boulevard in the C-2 (Community Commercial) zone.

The Planning Commission will also consider adoption of a Mitigated Negative Declaration for the Project. Pursuant to CEQA, the City of Garden Grove is required, as a responsible agency, to independently consider the Mitigated Negative Declaration, and based upon that consideration, determine whether the Project will have a significant impact on the environment. The City of Stanton, as the lead agency, released the Mitigated Negative Declaration for public comment on October 3, 2017, which concluded on November 6, 2017. Copies of the Mitigated Negative Declaration, including the Initial Study and all documents referenced in the Mitigated Negative Declaration, are available for public review at 1) Garden Grove City Hall, Planning Services Counter, 11222 Acacia Parkway, Garden Grove; 2) Garden Grove Regional Library, 11200 Stanford Avenue, Garden Grove. Electronic copies are available online at www.ci.garden-grove.ca.us. The City invites all interested parties to submit written comments on the initial study and Mitigated Negative Declaration prior to the Planning Commission Meeting, April 19, 2018.

STAFF RECOMMENDATION: Recommend adoption of the Mitigated Negative Declaration to City Council and approve Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187, subject to the recommended Conditions of Approval.

- D. MATTERS FROM COMMISSIONERS
- E. MATTERS FROM STAFF
- F. ADJOURNMENT

GARDEN GROVE PLANNING COMMISSION
Council Chamber, Community Meeting Center
11300 Stanford Avenue, Garden Grove, CA 92840

Meeting Minutes
Thursday, April 5, 2018

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair Brietigam
Vice Chair Truong
Commissioner Kanzler
Commissioner Lazenby
Commissioner Lehman
Commissioner Nguyen
Commissioner Salazar

Absent: None

PLEDGE OF ALLEGIANCE: Led by Commissioner Kanzler.

ORAL COMMUNICATIONS – PUBLIC – None.

March 15, 2018 MINUTES:

Action: Received and filed.

Motion: Truong Second: Lehman

Ayes: (7) Brietigam, Kanzler, Lazenby, Lehman, Nguyen,
Salazar, Truong

Noes: (0) None

PUBLIC HEARING – SITE PLAN NO. SP-050-2018 AND CONDITIONAL USE PERMIT
NO. CUP-128-2018. FOR PROPERTY LOCATED AT 13731 HARBOR BOULEVARD,
SOUTHWEST CORNER OF HARBOR BOULEVARD AND WOODBURY ROAD.

Applicant: JARED HARDIN

Date: April 5, 2018

Request: Site Plan approval to demolish an existing 2,747 square foot accessory building on a lot improved with an existing main building of 21,708 square feet and to construct a new, approximately 5,485 square foot addition with site improvements to the parking lot, landscaping, lighting, service office and canopy, offices, and display areas, in conjunction with a request for Conditional Use Permit approval to allow the operation of

a motor vehicle sales and maintenance facility. The site is in the C-3 (Heavy Commercial) zone. This project is exempt pursuant to CEQA Section 15301 – Existing Facilities.

- Action: Public Hearing held. Speaker(s): Chad Peterson
- Action: Resolution No. 5916-18 was approved with two amendments.
- Motion: Lazenby Second: Kanzler
- Ayes: (7) Brietigam, Kanzler, Lazenby, Lehman, Nguyen, Salazar Truong
- Noes: (0) None

ITEM FOR CONSIDERATION - REVIEW OF THE CODE OF ETHICS: Commissioners reviewed and acknowledged the Code of Ethics governing the Planning Commission.

- Action: Received and filed.
- Motion: Kanzler Second: Truong
- Ayes: (7) Brietigam, Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong
- Noes: (0) None

MATTERS FROM COMMISSIONERS: Commissioner Lehman stated that he would be absent from the next Planning Commission Meeting.

Chair Brietigam mentioned that City Council voted to send the Commission a Code Enforcement review regarding commercial property maintenance issues. The Chair recommended that Commissioners take the opportunity to be involved and suggested a staff-initiated field trip to observe the properties and the organization of a three-person committee to meet regularly with staff. Staff responded that the City's Building Official would be taking steps to review the City's property maintenance code and to contact neighboring cities in matters relating to their codes. The effort would culminate in a late summer study session. Staff explained that during the economic downturn, the focus was not on businesses, however, that vision was changing beginning with the move of Code Enforcement to be under Building and Safety. Together, staff would work in tandem on abatement. However, with limited Code Enforcement staff, whose work was reactive via complaints, in order to be proactive, the number of Code officers would need to be increased. Staff then explained that for multi-tenant shopping centers, a singular tenant application requires conditions which focus on improving the tenant's area only, and the tenant is not responsible for improving the entire shopping center.

Commissioner Lazenby pointed out the unfairness to a new tenant being held to a standard that the remainder of the shopping center was not being held to.

Chair Brietigam commented that the property maintenance code seemed outdated, for example, regarding clotheslines, however, staff clarified that though certain requirements were directed toward apartments, especially those with balconies, the code covers both residential and commercial properties.

Chair Brietigam then challenged the City Council to increase the size of the Police Department to 200 sworn by the year 2020. Commissioner Kanzler added that the number of Code Enforcement officers should increase as well.

MATTERS FROM STAFF: Staff gave a brief description of future agenda items for the next regular Planning Commission meeting and that a CEQA 101 Study Session would be agendized soon.

ADJOURNMENT: At 7:34 p.m. to the next Regular Meeting of the Garden Grove Planning Commission on Thursday, April 19, 2018, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Motion: Lazenby Second: Salazar

Ayes: (7) Brietigam, Kanzler, Lazenby, Lehman, Nguyen, Salazar, Truong

Noes: (0) None

Judith Moore
Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: West side of Euclid Street, south of Forbes Avenue, at 14291 Euclid St. #D101
HEARING DATE: April 19, 2018	GENERAL PLAN: Industrial/Commercial Mixed Use
CASE NO.: Conditional Use Permit No. CUP-120-2018	ZONE: PUD-104-81/86 REV. 90 (Planned Unit Development)
APPLICANT: Quan Hoa An LLC c/o Kimberly B. Le	CEQA DETERMINATION: Exempt
PROPERTY OWNER: Euclid Real Estate Development (Attn: Doreen Louise Galchutt)	APN: 099-183-03

REQUEST:

A request for Conditional Use Permit (CUP) approval to upgrade an existing State Alcoholic Beverage Control (ABC) Type "41" (On-Sale, Beer and Wine, Public Eating Place) License to a new ABC Type "47" (On-Sale, General, Public Eating Place) License, and to allow live entertainment, in the form of karaoke, along with associated components (i.e., amplified sound, stage, and karaoke equipment), for an existing 1,885 square foot restaurant, Pho Hoa An Restaurant, located at 14291 Euclid Street #D101, which is currently operating under Conditional Use Permit No. CUP-102-03.

BACKGROUND:

The site is improved with a multi-tenant retail shopping center called the Euclid Retail Center. The center includes retail stores, restaurants, medical, and office professional uses. The specific 1,885 square foot tenant space under application is located near the center of the development. The subject tenant space has been in operation as a restaurant since 1992, changing ownership several times during subsequent years. According to business license records, the current business owner, the applicant, Kimberly B. Le, has been operating the current restaurant, Pho Hoa An Restaurant, since 2014.

The property is located in the PUD-104-81/86 REV. 90 (Planned Unit Development) zone and has a General Plan Land Use Designation of Industrial/Commercial Mixed Use. The shopping center is adjacent to PUD-104-81/86 REV. 90 zoned properties to the north, west, south, and single-family residentially developed properties located in the City of Santa Ana, across Euclid Street, to the east.

In June of 1999, the City of Garden Grove approved Conditional Use Permit No. CUP-455-99, which allowed the existing restaurant to operate with a new State Alcoholic Beverage Control Type "41" (On-Sale, Beer and Wine, Public Premises) License.

In March of 2003, the City of Garden Grove approved Conditional Use Permit No. CUP-102-03, which allowed the existing restaurant, currently operating with a State Alcoholic Beverage Control Type "41" (On-Sale, Beer and Wine, Public Premises) License, to have live entertainment in the form a solo performer, but with no audience participation, amplified sound system, stage, or dance floor allowed. At the time of the approval of CUP-102-03, the restaurant had existing illegal improvements that included items such as a stage, music instruments, and an amplified sound system. A condition of approval required that all said improvements were to be removed within thirty (30) days from the date of the approval of CUP-102-03.

In late 2016, the applicant had submitted a preliminary inquiry to the City for a request for Conditional Use Permit (CUP) approval to allow an upgrade of the restaurant's existing ABC Type "41" (On-Sale, Beer and Wine, Public Eating Place) License to a new ABC Type "47" (On-Sale, General, Public Eating Place) License. Up to this point, the restaurant had developed a history of non-compliance with its Conditional Use Permit and the applicable conditions of approval, along with other legal violations such as customers smoking within the business. Shortly thereafter, the applicant met with the Police Department to discuss the CUP request. The Police Department outlined past and ongoing issues related to the restaurant including, but not limited to, illegal karaoke live entertainment, amplified music, and the use of an amplified sound system with associated equipment. It should be noted that recent calls for service relating to the restaurant, that were received by the Police Department, included, but were not limited to: disturbing the peace (loud audible music from outside the restaurant), a call relating to a fight, and a call relating to an assault with a deadly weapon.

Typically, if a restaurant has developed a history of non-compliance (e.g., repeated CUP violations) with its CUP and/or demonstrated an unwillingness to correct on-going issues, the Police Department has not supported requests/applications where an applicant's request would intensify and/or expand an existing restaurant use (i.e., upgrading an ABC License to add hard liquor sales to beer and wine sales, increasing hours of operation to later hours, etc.). At its meeting, the Police Department advised the applicant that it could not support the applicant's request unless the applicant operated the restaurant in compliance with its Conditional Use Permit (CUP-102-03), demonstrated good operational behavior, and encouraged the business owner to return to the City and re-submit its request for reconsideration after demonstrating CUP compliance and good operational behavior for a period of at least one (1) year.

DISCUSSION:

In October of 2017, the applicant submitted a follow-up preliminary inquiry to the City for a request for Conditional Use Permit (CUP) approval to allow an upgrade of the restaurant's existing ABC Type "41" (On-Sale, Beer and Wine, Public Eating Place) License to a new ABC Type "47" (On-Sale, General, Public Eating Place) License.

It should be noted that the application review process typically begins with the submittal of a preliminary review application package to Staff for review. Said package may include a request in writing, a business proposal, a menu (if applicable), and proposed plans. During the preliminary review process, Staff will work with the applicant to address any issues with the proposal and/or the proposed plans, to ensure the project complies with the requirements of the Municipal Code and is supportable by Staff. Before Staff had completed its preliminary review of the applicant's request (to determine whether or not the City would support the request), the applicant decided to forgo the preliminary review process and submitted a land use entitlement application for its CUP request on December 5, 2017.

Following receipt of the CUP application, Staff continued its preliminary review. During said review, it was noted by the Police Department that on several occasions, including a business check that occurred on December 23, 2017, police officers had observed CUP violations in the subject restaurant, Pho Hoa An Restaurant. Observations included but were not limited to: loud audible music from outside the restaurant, customers smoking within the establishment, karaoke live entertainment, amplified music, and an amplified sound system with associated equipment. The applicant had not been operating in compliance with its current Conditional Use Permit (CUP-102-03), which includes, but is not limited to, the following conditions of approval:

- P. Live entertainment shall be limited to a solo paid professional performer. No audience participation and amplified sound system allowed.*
- Q. There shall be no dancing, karaoke or disc-jockey entertainment or sport bar permitted at any time.*
- R. Noise generated from the establishment shall not be audible outside the establishment.*
- S. There shall be no stage area or dance floor allowed at any time.*
- T. The existing stage with music instruments and amplified sound system and a big-screened television shall be removed within thirty (30) days from the date of Conditional Use Permit approval.*

Staff scheduled the applicant's item for the February 1, 2018 Planning Commission meeting. On January 9, 2018, the applicant submitted a request to withdraw their CUP item from the February 1, 2018 Planning Commission meeting agenda, in order to modify their proposal by adding a request to allow karaoke live entertainment

including other associated components (i.e., amplified sound, stage, and karaoke equipment), in addition to its current request to upgrade its ABC Type "41" License to an ABC Type "47" License.

On February 5, 2018, the applicant had met with Staff, which included the Police Department, to discuss their modified CUP request (to add karaoke live entertainment). The Police Department noted there had been no apparent recent efforts made by the applicant to bring its business into compliance with its current Conditional Use Permit (CUP-102-03), to remove all illegal improvements within the establishment, and to demonstrate good operational behavior since the last meeting between the applicant and the Police Department, which took place approximately one (1) year ago. Accordingly, the Police Department noted it would not support the modified CUP request until the business owner had removed all illegal improvements within the establishment, and successfully demonstrated good operational behavior in compliance with its current CUP, for a period of at least one (1) year. After such time, the Police Department again encouraged the business owner to return to the City and re-submit their request for reconsideration. The applicant stated she would remove all existing illegal improvements and operate in compliance with her current CUP.

On March 5, 2018, the applicant submitted a request to agenda her item, Conditional Use Permit No. CUP-120-2018, for the next available Planning Commission meeting, forgoing the Police Department's direction to operate in compliance with its current CUP for at least one (1) year before resubmitting her request.

The restaurant is located in a crime district that is 7% above the average crime count per district, and in an area of an over-concentration of Alcoholic Beverage Control on-sale licenses. A summary of the district, can be found in Resolution No. 5907-18 for Conditional Use Permit No. CUP-120-2018.

FINDING OF PUBLIC CONVENIENCE OR NECESSITY

A finding for public convenience or necessity would have to be made in order to approve an establishment that is requesting a new original Alcoholic Beverage Control license that is located within a district with a high crime rate and/or in an area with an over-concentration of ABC licenses. California Business and Professions Code Section 23817.5 prohibits the ABC from issuing new alcoholic licenses in areas of over-concentration. Business and Professions Code Section 23958 states:

The department further shall deny an application for a license if issuance of that license would tend to create a law enforcement problem, or if issuance would result in or add to an undue concentration of licenses, except as provided in Section 23958.4.

Business and Professions Code Section 23958.4 provides the following exception:

(b) Notwithstanding Section 23958, the department may issue a license as follows:

(2) With respect to any other license, if the local governing body of the area in which the applicant premises are located, or its designated subordinate officer or body, determines within 90 days of notification of a completed application that public convenience or necessity would be served by the issuance. The 90-day period shall commence upon receipt by the local governing body of (A) notification by the department of an application for licensure, or (B) a completed application according to local requirements, if any, whichever is later.

The ABC Census Reporting District No. 889.03 shows the subject site to be located in an over-concentration of Alcoholic Beverage Control on-sale licenses; therefore the City is required to make a finding of public convenience or necessity to approve the ABC request. However, Staff does not believe a finding of public convenience or necessity should be made. Staff believes that the proposal to intensify the existing restaurant use, by upgrading the ABC Type "41" (Beer and wine) License to an ABC Type "47" (Beer, wine, and hard liquor) License and to add karaoke live entertainment, at this time will potentially adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, as the applicant has not successfully demonstrated a continuous display of compliance with its current Conditional Use Permit.

Furthermore, Business and Professions Code Section 23958 states that an application for an ABC license shall be denied if issuance of the license would tend to create a law enforcement problem. Staff believes that the applicant's request would intensify the business operations through the upgrade of the current ABC Type "41" License to an ABC Type "47" License, and the addition of karaoke live entertainment, stage, amplified sound, and associated karaoke equipment. Based on previous observations made by the Police Department, where the applicant had not shown the ability to operate in compliance with its current Conditional Use Permit, Staff further believes that applicant's request will potentially put further strain on Police Department resources and increase the calls for service in an area that is above the average crime count for the district.

The Community and Economic Development Department and the Police Department have reviewed the request and do not support the proposal. Therefore, City Staff has included a proposed Resolution of Denial for the Planning Commission's consideration. The documentation submitted by the applicant in support of its request has also been included for the Planning Commission's consideration.

The Planning Commission is not bound by City Staff's recommendation and should make an independent decision based on the facts and evidence presented at the public hearing. In the event the Planning Commission believes the applicant's proposal should be approved, in whole or in part, City Staff recommends that the Planning Commission continue the public hearing to a date certain to allow for consideration of the necessary findings and conditions of approval.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt the attached Resolution denying Conditional Use Permit No. CUP-120-2018.



Lee Marino
Planning Services Manager



By: Chris Chung
Urban Planner

Attachment 1: Applicant's Request in Writing

Proposal:

The Pho Hoa An Restaurant aka Quan Hoa An, LLC (the applicant) is seeking a **Modification of Conditional Use Permit No. CUP 102-03** to be allowed to operate with an **ABC -type 47** On-Sale General for Bond Fide Public Eating Place with all other conditions to remain the same. Currently the applicant is operating with an ABC type 41 On-Sale Beer and Wine for Bona Fide Public Eating Place.

Background:

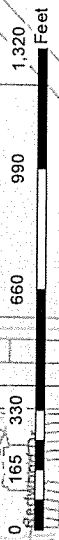
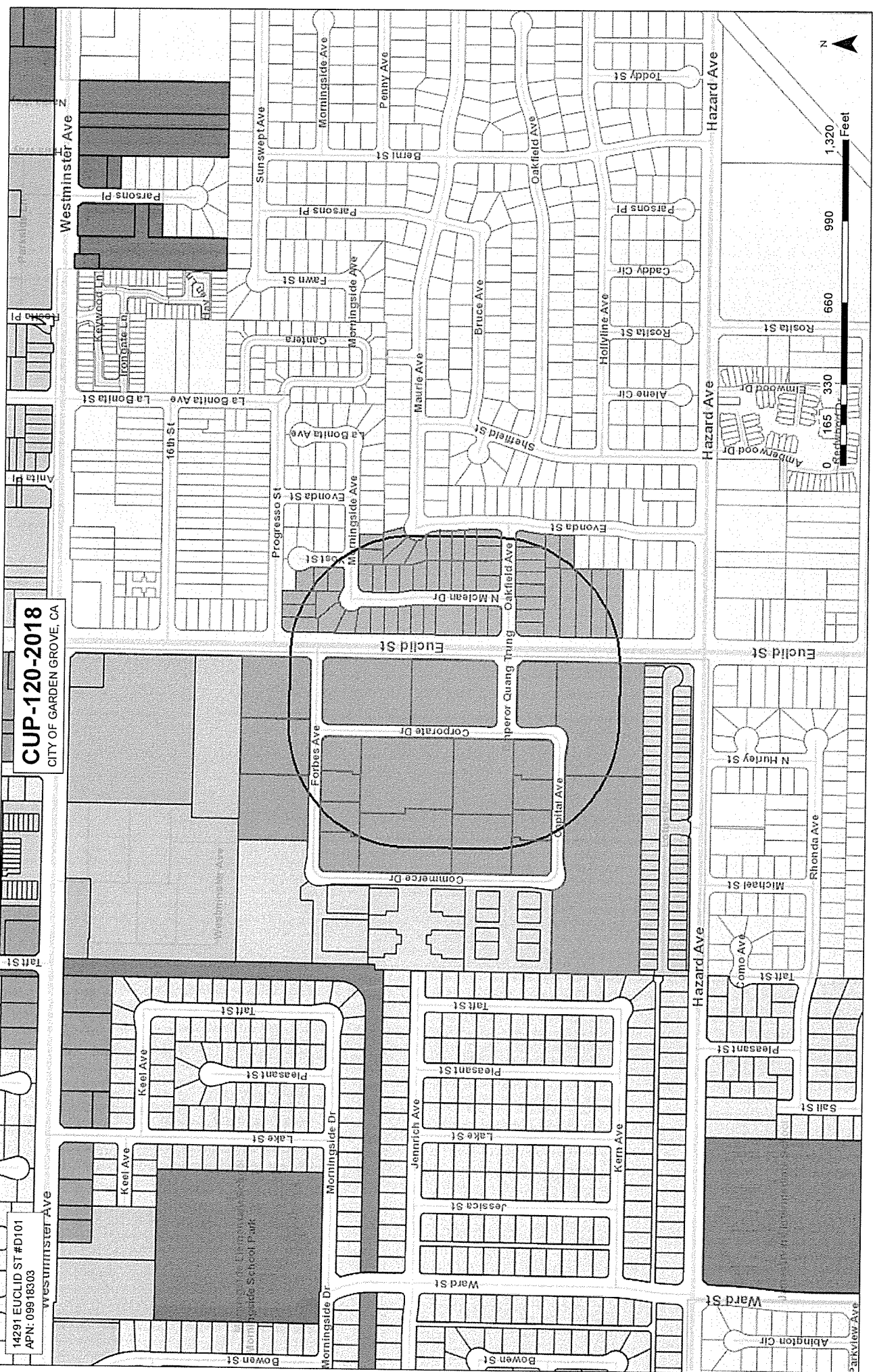
The applicant was chosen to receive the ABC type 47 around October 19, 2016 thru the ABC lottery. Thereafter, she contacted the Garden Grove Planning Dept. to begin the process of the CUP Modification and as she went through the Pre-application phase, Garden Grove Police Officer Pete Arellano contacted her to inform her that she should and must wait for an indefinite amount of time because of previous police calls for service (smoking violations) in the Restaurant's Shopping Center. The applicant explained to Officer Arellano that she had just taken over the restaurant for about a year and a half and that the violations occurred prior to her management. He was understanding but suggested that she waits a few months. Although many of the violations occurred throughout the shopping center and not just specific to the applicant's restaurant, she complied. Over the next several months, a series of face to face and telephonic conferences were made between the applicant and Officer Arellano to ensure that the restaurant was always in compliance and good standing. Around June 2017, another Officer who has just taken Officer Arellano position informed the applicant that she should proceed with the CUP application with the planning department. The GGPD had no input. The applicant is ready to proceed exactly one year from initial contact with the GGPD and operating with a clean record.

The Pho Hoa An Restaurant currently occupies an 1885 square foot restaurant space located on the West side of Euclid Street, South of Forbes Avenue, at 14291 Euclid Street, Parcel No. 099-183-03. It operates under an ABC type-41 and is licensed to have live entertainment in the form solo performers. The current hours of operations are 10:00 am to 12:00 midnight 7 days a week. The minimum age for patrons is 21 years old and identification is always requested if necessary. At any given time, there are always at least 6 employees and up to 10 during peak hours. The restaurant has a full on-site service kitchen that is open at all hours of operation (menu) enclosed. There is no bar or cocktail lounge on the premise. The restaurant is equipped with an interior security camera system. Currently there are no security guards provided and it had never been a need because most diners and patrons are older adults.

The approval of this request will benefit both the applicant and community by allowing the natural progression of a business to expand its goods and services and contributing to the growth of the Garden Grove business environment.

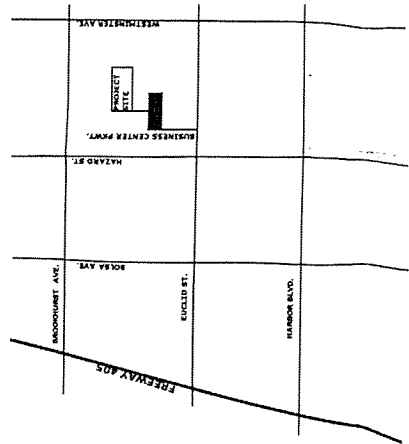
CUP-120-2018
CITY OF GARDEN GROVE, CA

14291 EUCLID ST #D101
APN: 09918303



PHO HOA AN RESTAURANT

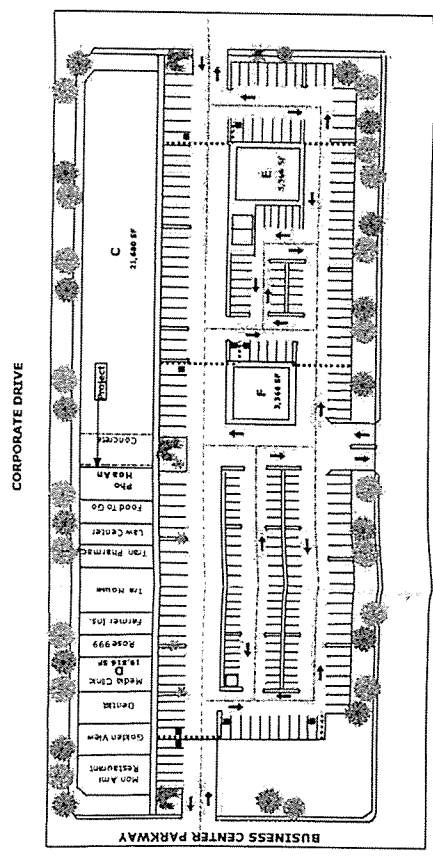
14291 EUCLID STREET, SUITE D - 101
GARDEN GROVE, CA 92843



VICINITY MAP

PROJECT DATA

TYPE OF CONSTRUCTION:	TYPE P-N (FULLY SPRINKLER)
BUILDING	A-3.5
USE	RESTAURANT
PLANNED UNIT DEVELOPMENT NO. PD-16641	
194418 SQ. FT.	
44,000 SQ. FT.	
1,897 SQ. FT.	
315 SPACES (INCLUDED 7 PHASE I & C)	



SITE PLAN

SCALE: 1" = 30'

GreenBuild Construction
12652 Greenway Street
Garden Grove, CA 92840
Tel: 714-720-6420
CALIF. # B-832665

Ho An Restaurant & Lounge
14291 Euclid Ave.
Garden Grove, CA 92843

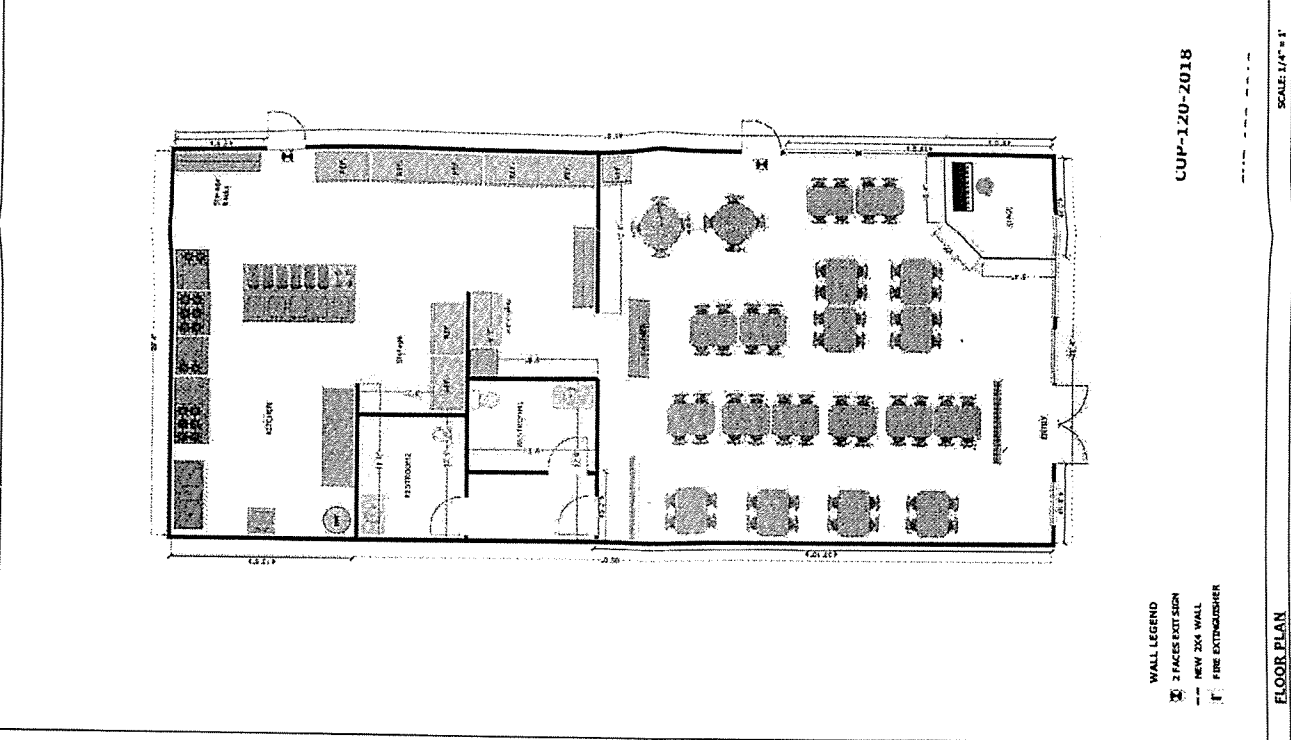
Project: TENANT IMPROVEMENT FOR
Address: 14291 Euclid Ave.
Garden Grove, CA 92843

Drawn By:	Checked By:
Scale:	Date:
Job Number:	Contributor:

Sheet: **A-1**

CUP-120-2018

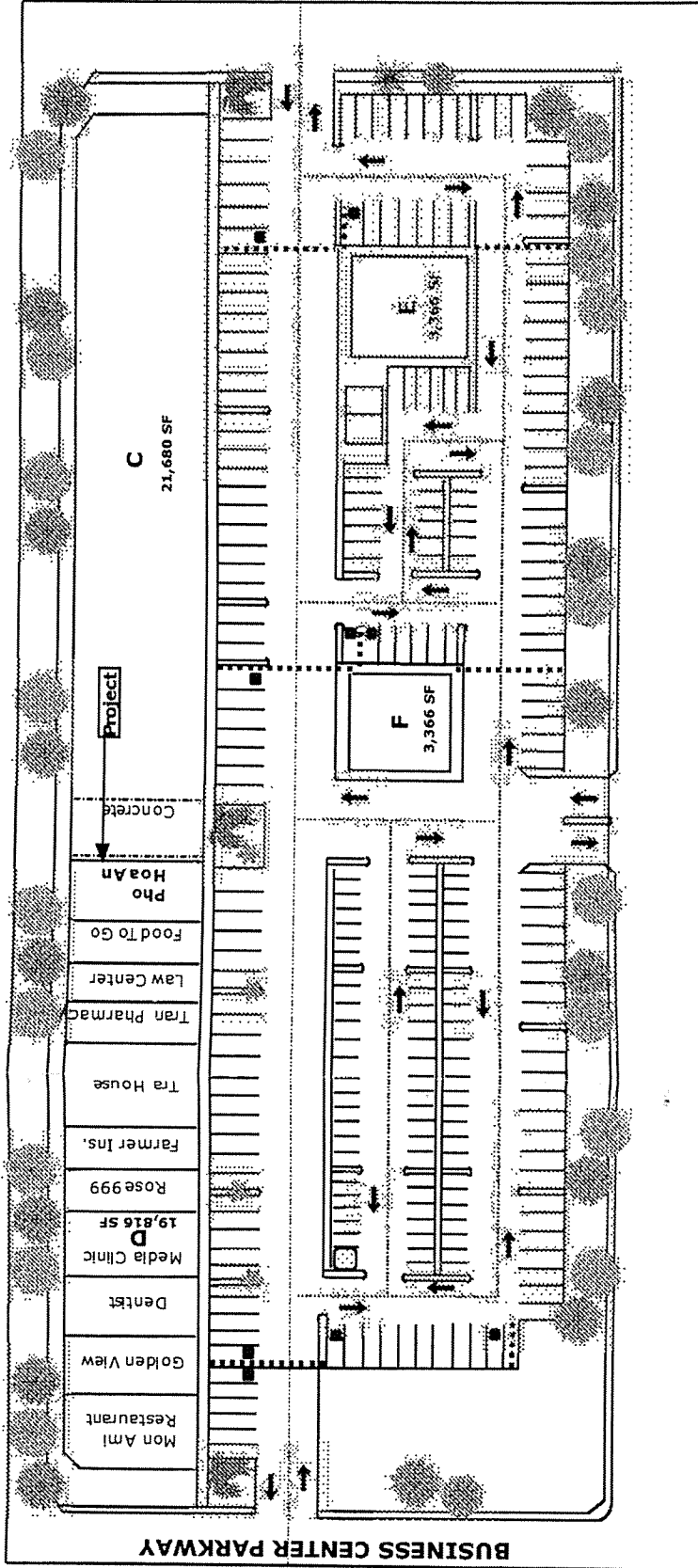
SCALE: 1/4" = 1'



FLOOR PLAN

WALL LEGEND
 [Symbol] 2 FACES EXIT SIGN
 [Symbol] NEW 2x4 WALL
 [Symbol] FIRE EXTINGUISHER

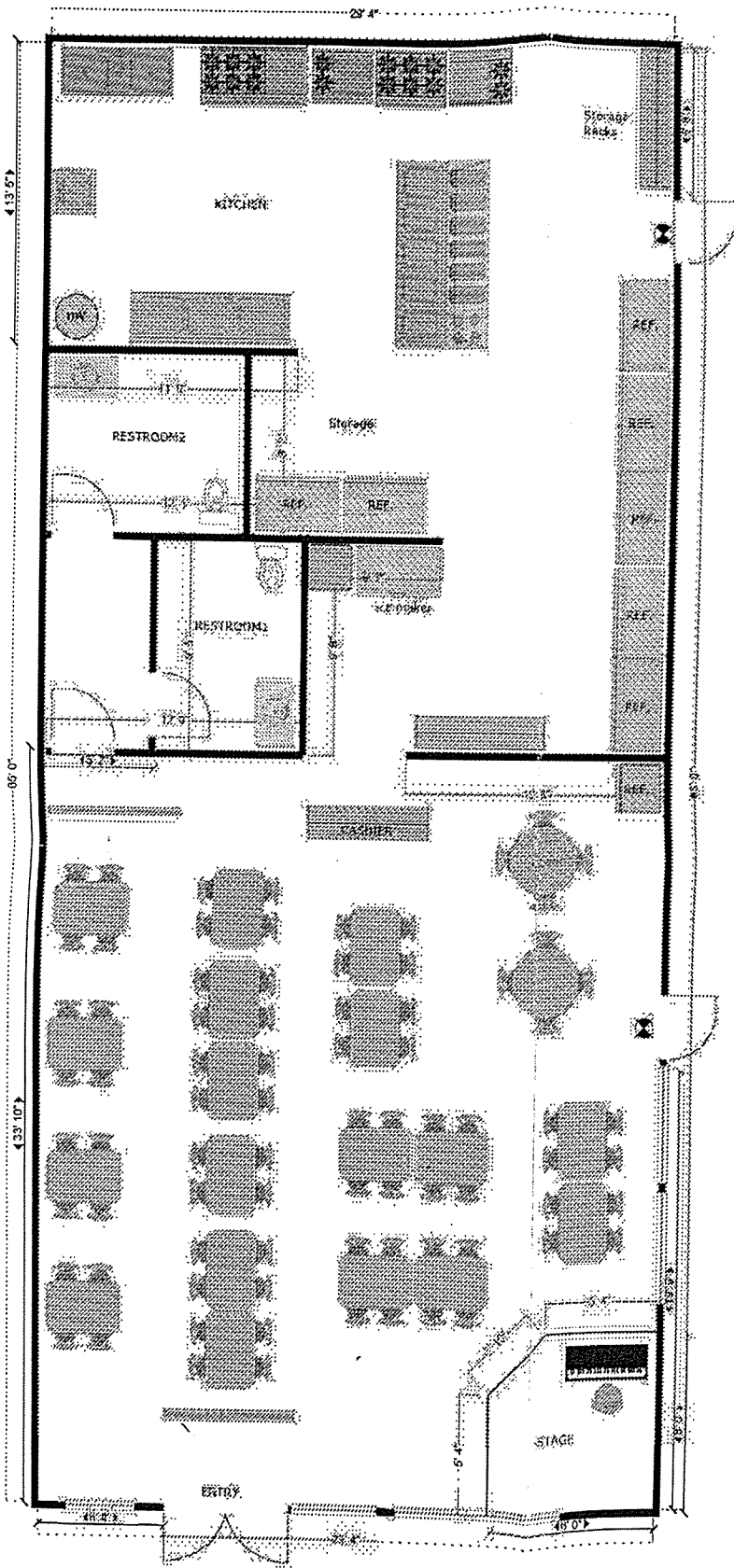
CORPORATE DRIVE



EUCLID STREET

FORBES AVENUE

BUSINESS CENTER PARKWAY



GreenBuild Construction

12652 Groveview Street
 Garden Grove, CA 92840
 Tel: 714-720-6420
 CA Lic. # B.832466

**Project: TENANT IMPROVEMENT FOR
 Hoa An Restaurant & Lounge**

14291 Euclid Ave.
 Garden Grove, CA 92843

Design by:	
Drawn by:	Jason Le
Scale:	
Date:	
Job Number:	
Contractor:	

Sheet:
A-1

CUP-120-2018

SCALE: 1/4" = 1'

1
 ER

RESOLUTION NO. 5907-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE DENYING CONDITIONAL USE PERMIT NO. CUP-120-2018.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove does hereby deny the request for approval of Conditional Use Permit No. CUP-120-2018 for a property located at the west side of Euclid Street, south of Forbes Avenue, at 14291 Euclid St. #D101, Assessor's Parcel No. 099-183-03 (the "Property"), and hereby determines that public convenience and necessity would not be served by the issuance of a new Alcoholic Beverage Control License Type "47" (On-Sale, General, Public Eating Place) License for the existing establishment.

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-120-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Quan Hoa An LLC c/o Kimberly B. Le ("Applicant").
2. The Applicant is requesting Conditional Use Permit (CUP) approval to upgrade an existing State Alcoholic Beverage Control (ABC) Type "41" (On-Sale, Beer and Wine, Public Eating Place) License to a new ABC Type "47" (On-Sale, General, Public Eating Place) License, and to allow live entertainment, in the form of karaoke, along with associated components (i.e., amplified sound, stage, and karaoke equipment), for an existing 1,885 square foot restaurant, Pho Hoa An Restaurant, located at 14291 Euclid Street #D101, which is currently operating under Conditional Use Permit No. CUP-102-03.
3. Because the application is denied, the project is exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15270(a).
4. The property has a General Plan Land Use designation of Industrial/Commercial Mixed Use, and is zoned PUD-104-81/86 REV. 90 (Planned Unit Development).
5. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed.
6. Report submitted by City Staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on April 19, 2018, and all interested persons were given an opportunity to be heard.
8. The Planning Commission gave due and careful consideration to the matter during its meeting of April 19, 2018 and considered all information presented; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030, are as follows:

FACTS:

The site is improved with a multi-tenant retail shopping center called the Euclid Retail Center. The center includes retail stores, restaurants, medical, and office professional uses. The specific 1,885 square foot tenant space under application is located near the center of the development. The subject tenant space has been in operation as a restaurant since 1992, changing ownership several times during subsequent years. According to business license records, the current business owner, the applicant, Kimberly B. Le, been operating the current restaurant, Pho Hoa An Restaurant, since 2014.

The property is located in the PUD-104-81/86 REV. 90 (Planned Unit Development) zone and has a General Plan Land Use Designation of Industrial/Commercial Mixed Use. The shopping center is adjacent to PUD-104-81/86 REV. 90 zoned properties to the north, west, south, and single-family residentially developed properties located in the City of Santa Ana, across Euclid Street, to the east.

In June of 1999, the City of Garden Grove approved Conditional Use Permit No. CUP-455-99, which allowed the existing restaurant to operate with a new State Alcoholic Beverage Control Type "41" (On-Sale, Beer and Wine, Public Premises) License.

In March of 2003, the City of Garden Grove approved Conditional Use Permit No. CUP-102-03, which allowed the existing restaurant, currently operating with a State Alcoholic Beverage Control Type "41" (On-Sale, Beer and Wine, Public Premises) License, to have live entertainment in the form a solo performer, but with no audience participation, amplified sound system, stage, or dance floor allowed. At the time of the approval of CUP-102-03, the restaurant had existing illegal improvements that included items such as a stage, music instruments and an amplified sound system. A condition of approval required that all said improvements were to be removed within thirty (30) days from the date of the approval of CUP-102-03.

According to the Garden Grove Police Department, there is a history of Municipal Code violations and noncompliance with CUP conditions of approval by the operator(s) of the subject restaurant, and a relatively high volume of calls for service have been generated by or associated with the subject restaurant since 2015. For example, in 2015, the Garden Grove Police Department responded to calls for service associated with the subject restaurant related to a fight, a suspect reported to be armed and dangerous, and an assault with a deadly weapon. From 2016 to present, the Garden Grove Police Department has responded to calls for services associated with the subject restaurant related to, but not limited to, noise, disturbing the peace, and an assault.

In April 2016, the Police Department issued an administrative citation to the business operator for failing to comply with the conditions of approval for CUP-102-03. Issues noted with respect to this incident included smoking on the premises, a karaoke performer on an unpermitted stage, and use of an amplified sound system.

In June 2016, officers from the Garden Grove Police Department performed a business check on the subject establishment, noted patrons illegally smoking on the premises, and cited them.

In late 2016, a Garden Grove Police Department officer met with the applicant, pointed out the past problems and violations that had occurred at the business, and requested that the applicant operate the business in compliance with the conditions of approval for the existing CUP.

Subsequent to the 2016 meeting, Garden Grove Police Department officers continued to observe CUP violations at the subject restaurant. For example, during a business check on December 23, 2017, police officers observed CUP violations in the subject restaurant related to loud audible music from outside the restaurant, customers smoking within the establishment, karaoke live entertainment, amplified music, and an amplified sound system with associated equipment.

According to the Police Department, the applicant has not been operating in compliance with its current Conditional Use Permit (CUP-102-03), which includes, but is not limited to, the following conditions of approval:

- P. Live entertainment shall be limited to a solo paid professional performer. No audience participation and amplified sound system allowed.*
- Q. There shall be no dancing, karaoke or disc-jockey entertainment or sport bar permitted at any time.*
- R. Noise generated from the establishment shall not be audible outside the establishment.*
- S. There shall be no stage area or dance floor allowed at any time.*
- T. The existing stage with music instruments and amplified sound system and a big-screened television shall be removed within thirty (30) days from the date of Conditional Use Permit approval.*

In February 2018, the Police Department issued another administrative citation to the business operator after observing music from the establishment that was audible outside.

The restaurant is located in a crime district that is 7% above the Citywide average, and in an area with an over-concentration of Alcoholic Beverage Control Licenses. A summary of the district is as follows:

- The subject site is located in Crime Reporting District No. 117.
- The crime count for the District is 188.
- Average crime count per district in the City is 176.
- A District is considered high when it exceeds the Citywide average by 20%.
- The subject District has a crime count of 7% above the Citywide average; therefore it is not located within a high crime district.
- However, the subject Property is located in an area of over-concentration of Alcoholic Beverage Control Licenses. The subject site is located in Alcoholic Beverage Control (ABC) Census Report District No. 889.03, which allows for ten (10) on-sale licenses within the District. Currently, there are fourteen (14) on-sale licenses in the district.

The City of Garden Grove Community and Economic Development Department and Police Department have reviewed the request and do not support the proposal.

NO FINDING OF PUBLIC CONVENIENCE OR NECESSITY

Because there is an over-concentration of on-sale licenses in ABC Census Reporting District No. 889.03, pursuant to Business and Professions Code Sections 23958 and 23958.4, ABC may not issue a new Alcoholic Beverage Control license to the Applicant unless the Planning Commission determines that the public convenience or necessity would be served by issuance of the license. The Planning Commission cannot make a finding of public convenience or necessity. The Planning Commission finds that the proposal to intensify the existing restaurant use, by upgrading the ABC Type "41" (Beer and wine) License to an ABC Type "47" (Beer, wine, and hard liquor) License and to add karaoke live entertainment, at this time will potentially adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, as the applicant has not successfully demonstrated a continuous display of compliance with its current Conditional Use Permit.

Furthermore, Business and Professions Code Section 23958 states that an application for an ABC license shall be denied if issuance of the license would tend to create a law enforcement problem. The Planning Commission finds that approval of the applicant's request would intensify the business operations through the upgrade of the current ABC Type "41" License to an ABC Type "47" License, and the addition of karaoke live entertainment, stage, amplified sound, and associated karaoke equipment. Based on previous observations made by the Police Department, where the applicant had not shown the ability to operate in compliance with its current Conditional Use Permit, the Planning Commission further finds that the applicant's request will potentially put further strain on Police Department resources and increase the calls for service in an area that is above the average crime count for the district.

FINDINGS AND REASONS SUPPORTING DENIAL OF CUP REQUEST:

In order to approve Conditional Use Permit No. CUP-120-2018, all of the findings set forth in Garden Grove Municipal Code Section 9.32.030(D)(4) must be made. In this case, based on the totality of information provided, the Planning Commission finds that not all of the required findings set forth in Section 9.32.030(D)(4) can be made for the following reasons:

- A. In order to approve the requested Conditional Use Permit, the Planning Commission must find that the proposed use will be consistent with the City's adopted General Plan. General Plan Land Use Element Goal LU-4 provides that "The City seeks to develop uses that are compatible with one another." In addition, pursuant implementing Policy LU-IMP-4A of the General Plan Land Use Element, it is the City's policy to monitor existing and review all requests to expand intensive commercial uses. The existing restaurant, with alcohol sales and limited non-amplified live entertainment, is already an intensive commercial use, and the request to upgrade the alcohol license to allow liquor sales and to add live entertainment in the form of amplified karaoke would further significantly intensify the permitted restaurant use. The existing Conditional Use Permit governing the subject restaurant does not permit live entertainment involving audience participation, an amplified sound system, a stage, or a dance floor and provides that sound generated in the establishment should not be audible outside of the premises; however, the evidence presented to the Planning Commission shows that many provisions of the existing Conditional Use Permit have not been regularly complied with in the past. According to the Garden Grove Police Department, the prior and current owners and/or operators of the subject restaurant have a documented history of failing to comply with the existing Conditional Use Permit and applicable conditions of approval, and the Police Department has issued both verbal warnings and administrative citations to the current owner for CUP violations. In addition, the Police Department reports that, historically, there have been a relatively large volume of calls for service associated with the subject establishment, including, without limitation, calls for service involving noise complaints, disturbing the peace, fights, and individual possessing weapons. Police officers have also observed and issued citations for patrons illegally smoking inside the establishment. These documented violations negatively impact surrounding properties and businesses. Allowing the existing establishment to operate with hard liquor sales and/or amplified live entertainment in the form of karaoke will intensify the characteristics of the business associated with these negative impacts that affect surrounding properties and businesses. Further, the provisions of the PUD in which the subject restaurant is located permits all retail and restaurant uses within the shopping center in which the restaurant is located to be parked at a ratio of 1 space per 250 square feet, while restaurants of this size located in other parts of the City would generally be required to be parked at a ratio of 1 space per 100 square feet, with entertainment uses generally requiring even more parking. Approval of the proposed Conditional Use Permit would intensify the existing restaurant use further and likely generate additional parking demand,

which would negatively impact other businesses within the shopping center. For these reasons, the more intense uses proposed would be incompatible with surrounding uses, and approval of the requested Conditional Use Permit would not be consistent with Goal LU-4 of the General Plan's Land Use Element. Therefore, the Planning Commission is unable to find that the proposed uses are consistent with the City's General Plan.

- B. In order to approve the requested Conditional Use Permit, the Planning Commission must find that the requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare. Subsection 9.16.020.080.C.1 of the Garden Grove Municipal Code provides that in considering requests for conditional use permits for alcoholic beverage sales, "of particular concern will be . . . the compatibility of the proposed use with neighboring uses, and that no adverse effect on public health, safety or welfare will be created." Subsection 9.16.020.080.C.3 further provides, "The proposed use shall not be incompatible with the adjoining uses as it relates to noise, debris, traffic, storage, design and hours of operation, nor shall it create any adverse effect on public health, safety or welfare." The applicant proposes to upgrade the existing ABC Type "41" (On-Sale, Beer and Wine, Public Eating Place) License, under which the restaurant operates, to a new ABC Type "47" (On-Sale, General, Public Eating Place) License, and to add karaoke live entertainment, a stage, and amplified music/entertainment. This proposed intensification of use has the potential to adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, may potentially interfere with the use, enjoying or valuation of the property of other persons located within the vicinity of the site, and may potentially jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare. From 2015 to present, the Police Department has responded to a relatively large volume of calls for service generated from or associated with the existing restaurant, has observed multiple instances of noncompliance with the existing conditions of approval governing the establishment and issued at least two administrative citations to the restaurant's operator for such violations, and has observed and cited patrons of the restaurant for smoking inside the restaurant. Despite being put on notice of these issues, the applicant has not demonstrated a consistent ability to comply with the conditions of approval and other laws governing its business. It can be anticipated that allowing the sale of hard liquor and/or allowing expanded, amplified entertainment at the restaurant will compound the problems previously observed and result in even more calls for service by the Police Department for crimes and incidents. Thus, approval of the applicant's request would potentially put further strain on Police Department resources and increase the calls for service in an area that is already above the average crime count for the district. Further, the provisions of the PUD in which the subject restaurant is located permits all retail and restaurant uses within the shopping

center in which the restaurant is located to be parked at a ratio of 1 space per 250 square feet, while restaurants of this size located in other parts of the City would generally be required to be parked at a ratio of 1 space per 100 square feet, with entertainment uses generally requiring even more parking. Approval of the proposed Conditional Use Permit would intensify the existing restaurant use further and likely generate additional parking demand, which would negatively impact other businesses within the shopping center. As a result, the Planning Commission is unable to make the required finding that the proposed use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

- C. In order to approve the requested Conditional Use Permit, the Planning Commission must find that the proposed site is adequate in size and shape to accommodate the parking facilities prescribed in the Land Use Code or as is otherwise required in order to integrate such use with the uses in the surrounding area. The provisions of the PUD in which the subject restaurant is located permits all retail and restaurant uses within the shopping center in which the restaurant is located to be parked at a ratio of 1 space per 250 square feet, while restaurants of this size located in other parts of the City would generally be required to be parked at a ratio of 1 space per 100 square feet, with entertainment uses generally requiring even more parking. Approval of the proposed Conditional Use Permit would intensify the existing restaurant use further and likely generate additional parking demand, which would negatively impact other businesses within the shopping center. Therefore, the Planning Commission is unable to make the required finding that the size and shape of the site for the proposed more intense uses is adequate to accommodate the parking demand that would be generated or to integrate the proposed uses with the uses in the surrounding area.

RELIANCE ON THE RECORD

Unless otherwise provided, each and every one of the findings and conclusions in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Conditional Use Permit. The findings and conclusions constitute the independent findings and conclusions of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole. Unless otherwise provided, all summaries of information in this Resolution are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

INCORPORATION OF FACTS AND REASONS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and reasons set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The requested Conditional Use Permit does not possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 (Conditional Use Permits).
2. The applicant's request for Conditional Use Permit No. CUP-120-2018 is denied in its entirety.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.2.	SITE LOCATION: Existing street lights in the public right-of-way owned by Southern California Edison
HEARING DATE: April 19, 2018	GENERAL PLAN: Industrial
CASE NO.: Conditional Use Permit No. CUP-127-2018	ZONE: Various
APPLICANT: Verizon Wireless	APN: Various
OWNER: Southern California Edison	CEQA DETERMINATION: Exempt

REQUEST:

The applicant is requesting Conditional Use Permit (CUP) approval to allow for the installation and operation of twenty-five (25) Citywide small wireless telecommunication facilities disguised as street light poles, along with related below grade or internally concealed meter, attached equipment, and site improvements. The existing streets light poles in the City’s public right-of-way that are owned by Southern California Edison will be removed and replaced with the new street light poles, that include small wireless telecommunication facilities.

BACKGROUND:

The subject sites are parkways located within the City’s public right-of-way at various citywide locations. The sites are improved with existing street light poles owned and operated by Southern California Edison. A map showing the location of the twenty-five (25) proposed sites has been included in the Agenda Packet.

The subject sites are zoned in R-1 (Single-Family Residential), R-3 (Multiple-Family Residential), C-1 (Neighborhood Commercial), C-2 (Community Commercial), OS (Open Space), PUD (Planned Unit Development), and HCSP-SDS (Harbor Corridor Specific Plan – Swing District South) and have General Plan Land Use Designations of Low Density Residential, Medium Density Residential, Light Commercial, Heavy Commercial, and International West Mixed Use.

The authority of cities to regulate the placement of wireless telecommunication facilities within the public right-of-way is limited by applicable state and federal law; however, a city may exercise reasonable control as to the time, place, and manner of construction within the right-of-way, may impose aesthetic requirements on proposed facilities, and may require a use permit. Pursuant to Chapter 9.24 of the Garden Grove Municipal Code, Conditional Use Permit approval is required for all new stealth wireless telecommunication facilities.

DISCUSSION:

Small wireless telecommunication facilities or small cell facilities are commonly placed in the public right-of-way on existing street light poles, traffic signals, utility poles, or on new street light poles. The equipment is light weight, low power, and typically provides a coverage radius of up to approximately 1,500 feet. Small wireless telecommunication facilities complement and supplement the broader macro cell facilities in that they can fill gaps in coverage and provide increased network capacity where coverage already exists, where customers are prone to experience connectivity issues, or heavily populated areas that need more network capacity.

Verizon Wireless is proposing to remove and replace twenty-five (25) Citywide street light poles owned and operated by Southern California Edison, and to install new 32'-6" tall small wireless telecommunication facilities disguised as functioning street light poles, along with related below grade or concealed meter, attached equipment, and site improvements.

The disguised street light poles will be installed within the City's public right-of-way. The design will not require any type of at-grade enclosure or equipment. The applicant will be required to obtain all required building permits, Public Works encroachment permits, and traffic lane closure permits along with City approval of a vehicular traffic control plan.

The proposed new street light poles will have a pole height of 29'-6" with an ultimate height to the top of the antenna of 32'-6". Each proposed new small wireless telecommunication facility will consist of a directly installed antenna approximately one-foot (1'-0") tall concealed by a 3'-9" shroud, two (2) remote radio units about two-feet (2'-0") tall, two (2) power supply units mounted (one on each side of the pole) along with a below grade or internally concealed meter, as well as other related equipment. All new street light poles will include a visible radio frequency and site identification placard. The luminaire design and LED light will be consistent with the City's luminaire replacement program.

The proposed new street light poles will be erected within a few feet of the existing street light poles. There will be a disruption of power as the applicant disconnects the existing pole and energizes the new street light pole. The existing pole will be removed as well as any related equipment, sub-structure, and concrete foundation. The existing foundation trench will be back-filled with clean fill, compacted, and completed with a finish surface to match the existing surroundings.

The City staff has reviewed various design options for placing the new small wireless telecommunication facility within the City's public right-of-way and believes that the attached design is the most appropriate design offered by the applicant. Conditions of approval have been incorporated to ensure that the new street light poles will be consistent in appearance with existing Citywide street light poles. All attached equipment (i.e., antenna, shroud, remote radio units, power supply units, mounting equipment, and other attached equipment) will be factory painted to

match the pole's color to aid with aesthetically blending all visible equipment as one.

The location for the small wireless telecommunication facilities have been selected to achieve the functional requirements set by Verizon Wireless. The small wireless telecommunication facilities will help expand the service provider's coverage area within the City, help fill gaps that currently exist in their network, and help customers who are prone to experience connectivity issues. Situating these facilities at these locations will help reduce the burden on the provider's network and accommodate an increase in customer demand. Lastly, the request would comply with the Federal Communication Commission standards for radio frequency emissions.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

- Adopt Resolution No. 5917-18 approving Conditional Use Permit No. CUP-127-2018, subject to the recommended conditions of approval.

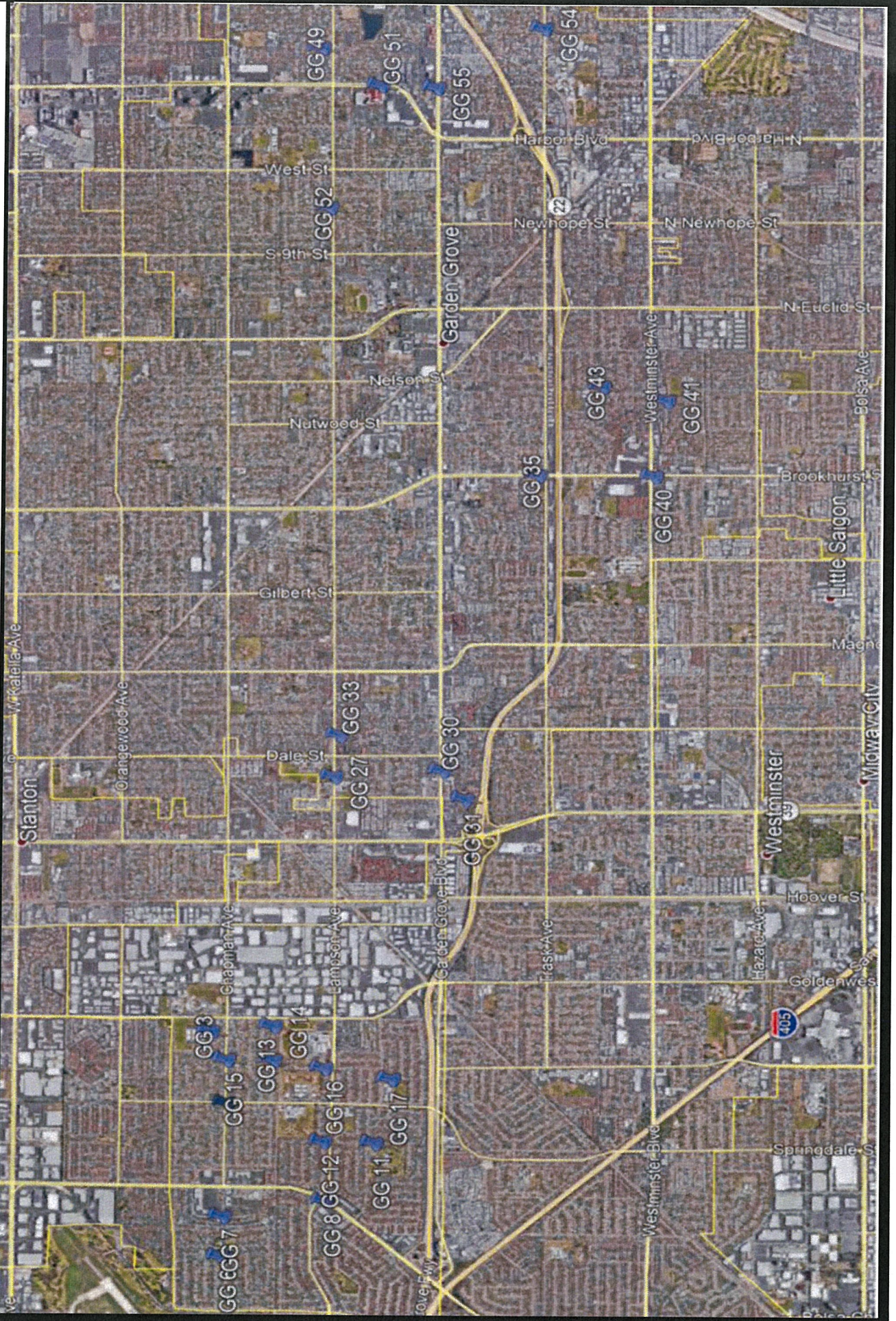


LEE MARINO
Planning Services Manager



By: Paul Guerrero
Senior Program Specialist

CUP-127-2018—300'-0" RADIUS MAP—1/8 Page Ad (City of Garden Grove, California)

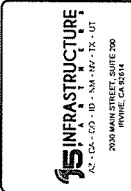




SITE: SCL GARDEN GROVE 17
POLE# 1379016E
F/O 12771 CANTER ST,
GARDEN GROVE, CA 92845
33° 46' 37.10" N, 118° 01' 02.18" W
(33.776972, -118.017272)



THE REMOVAL, CHANGE IN THE SET OR
 ADDITION OF EQUIPMENT IS CONSIDERED TO
 BE A CHANGE ORDER. ANY CHANGE ORDER
 MUST BE APPROVED BY VERIZON WIRELESS
 PRIOR TO ANY WORK BEING PERFORMED.



SITE NAME:
SCL GARDEN GROVE 17
POLE# 1379016E
SITE ADDRESS:
F/O 12771 CANTER ST,
GARDEN GROVE, CA 92845

REV	DATE	DESCRIPTION
0	08/11/2017	ISSUE 01

REVISIONS:
 1550 SAND CANYON AVE
 IRVINE, CA 92618
 (949) 227-2300
 WWW.VERIZONWIRELESS.COM

SHEET TITLE
TITLE SHEET

SHEET NUMBER
T1

SCOPE OF WORK
 THIS PROJECT CONSISTS OF THE INSTALLATION OF ANTENNAS AND ASSOCIATED EQUIPMENT FOR
 VERIZON WIRELESS TELECOMMUNICATIONS NETWORK. VERIZON WIRELESS CONTRACTOR TO
 INSTALL:
 - VERIZON CONTRACTOR TO INSTALL (1) CANTENNA ANTENNA AND (2) RRUS ONTO POLE.
 - VERIZON CONTRACTOR TO PLACE (1) 172.30X18" (FIBER) PULL BOX AND (1) CONCRETE PAD
 MOUNTED METER PEDESTAL.

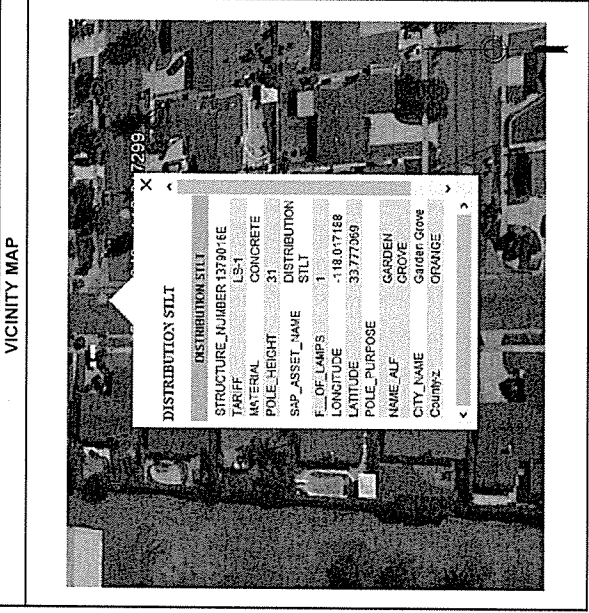
PROJECT INFORMATION

APPLICANT:	VERIZON WIRELESS 1550 SAND CANYON AVE IRVINE, CA 92618
SITE, ACO, ZONING, CONTACT:	LAMBA CASTRO J&S INFRASTRUCTURE PARTNERS LCASITRO@J&SIP.COM (714) 273-3702
PROJECT MANAGER:	TAMI PRITCHARD J&S INFRASTRUCTURE PARTNERS TAMI@J&SIP.COM (949) 241-9284
ENGINEER CONTRACT:	JASON OFFICER J&S INFRASTRUCTURE PARTNERS JOFFICER@J&SIP.COM (919) 370-4659
RF ENGINEER:	VINHA NGUYEN VINHA.NGUYEN@VERIZONWIRELESS.COM PHONE: (949) 379-9193
CONSTRUCTION MANAGER:	TOM ROHLF TOM.ROHLF@VERIZONWIRELESS.COM PHONE: (949) 886-8756

PROPERTY ADDRESS: F/O 12771 CANTER ST, GARDEN GROVE, CA 92845
PROPERTY OWNER/LESSOR: SOUTHERN CALIFORNIA Edison
PROPERTY CONTACT: SUITE 1000, IRVINE, CA 92618
CONTACT PHONE: PHILIP HICKERSON (949) 679-5888
JURISDICTION: CITY OF GARDEN GROVE
COORDINATES: 33° 46' 37.10" N / 118° 01' 02.18" W / -118.017272
PROPOSED USE: TELECOMMUNICATION FACILITY
ACCESSIBILITY REQUIREMENTS: THE FACILITY IS UNMANNED HUMAN HABITATION. UNMANNED DISABLED/CHALLENGED ACCESS IS NOT REQUIRED PER CBC (LIMITED ACCESS SPACE)

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
 800-277-3300
 48 HOURS BEFORE YOU DIG

GENERAL CONTRACTOR NOTES
 DO NOT SCALE DRAWINGS.
 SUBCONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL NOTIFY THE ARCHITECT IMMEDIATELY UPON DETECTING ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.



STATEMENTS
 STRUCTURAL - STRUCTURAL ANALYSIS IS NOT WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET. FOR ANTENNA MOUNT TO SUPPORT EXISTING WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET. FOR ANALYSIS OF ANTENNA MOUNT TO SUPPORT EXISTING WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET, REFER TO STRUCTURAL ANALYSIS PROVIDED UNDER SEPARATE PERMIT.
 ANTENNA MOUNT ANALYSIS IS NOT WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET. FOR ANALYSIS OF ANTENNA MOUNT TO SUPPORT EXISTING WITHIN THE SCOPE OF WORK CONTAINED IN THIS DRAWING SET, REFER TO STRUCTURAL ANALYSIS PROVIDED UNDER SEPARATE COVER.
 PROPRIETARY INFORMATION - THE INFORMATION CONTAINED WITHIN THIS SET OF DRAWINGS IS PROPRIETARY TO VERIZON. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON IS STRICTLY PROHIBITED.

SHT	DRAWING INDEX	REV
T1	TITLE SHEET	0
T2	GENERAL NOTES & T-A CERTIFICATION	0
LS1	TOPOGRAPHIC SURVEY	0
A1	SITE PLAN	0
A2	ENLARGED PLAN	0
A3	ELEVATIONS	0
A4	REPLACEMENT POLE SPECIFICATIONS	0

APPROVALS

PRINT NAME	SIGNATURE	DATE
LANDLORD		
CM MANAGER		
PROJECT MANAGER		
ZONING MANAGER		
SITE ACO, REP.		
RF ENGINEER		

CODE COMPLIANCE
 PER CALIFORNIA BUILDING STANDARDS CODE - TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS' GOVERNS THE DESIGN AND CONSTRUCTION OF ALL BUILDING OCCUPANCIES AND ASSOCIATED FACILITIES AND EQUIPMENT THROUGHOUT CALIFORNIA. RELEVANT CODE SECTIONS ARE (BUT NOT LIMITED TO):

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- 2016 CALIFORNIA ENERGY CODE
- 2016 CALIFORNIA HISTORICAL BUILDING CODE
- 2016 CALIFORNIA FIRE CODE
- 2016 CALIFORNIA MECHANICAL BUILDING CODE
- 2016 LOS ANGELES BUILDING CODE
- CITY/COUNTY ORDINANCES
- ANSI/ASME A29.2-C-2005



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SITE NAME:
SCL GARDEN GROVE 17

POLE# 1379016E

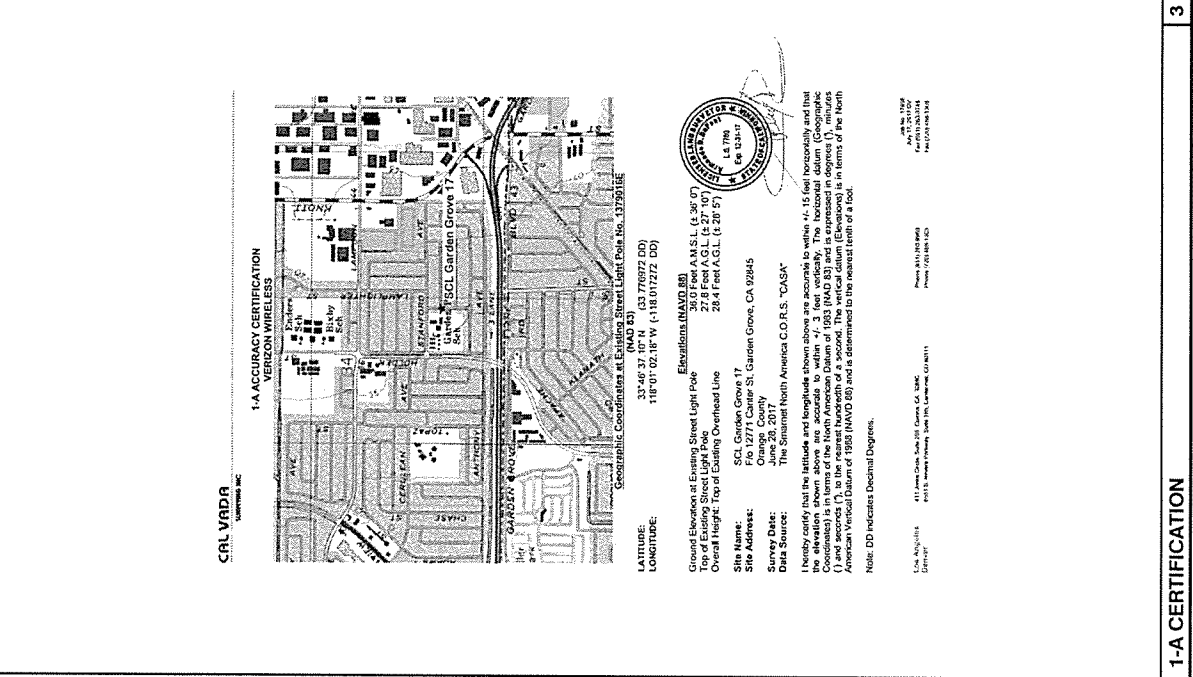
SITE ADDRESS:
1771 CENTER ST
GARDEN GROVE, CA 92845

NO.	DATE	REVISION
1	08/19/17	ISSUED
2		
3		
4		
5		
6		
7		
8		
9		
10		

IT IS A VIOLATION OF LAW FOR ANY PERSON TO REPRODUCE OR TRANSMIT THIS INFORMATION WITHOUT THE WRITTEN PERMISSION OF VERIZON WIRELESS.

SHEET TITLE
GENERAL NOTES & 1-A CERTIFICATION

SHEET NUMBER
T2



- GENERAL NOTES**
- FOR THE PURPOSE OF THIS CONSTRUCTION DRAWING, THE FOLLOWING DEFINITIONS SHALL APPLY: GENERAL CONTRACTOR (CONSTRUCTION) AND ANY LOWER TIER SUBCONTRACTORS; ENGINEER - JS INFRASTRUCTURE PARTNERS; OWNER - VERIZON WIRELESS
 - CONTRACTOR SHALL VISIT THE CELL SITE PRIOR TO THE SUBMISSION OF BIDS TO VERIFY THE LOCATION OF THE CELL SITE AND THE WORK CAN BE ACCURATELY SHOWN ON THE CONSTRUCTION DRAWINGS. DISCREPANCY, CONFLICT, OR OMISSION FOUND SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION. PRIOR TO BID SUBMISSION & PRIOR TO COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IDENTIFICATION OF ANY ERRORS, OMISSIONS, OR DISCREPANCIES DISCOVERED AFTER THE SUBMISSION OF BIDS. ANY CORRECTIONS TO REMEDY THE SITUATION SHALL BE AT THE EXPENSE OF THE CONTRACTOR. THE ENGINEER SHALL APPROVE ALL METHODS USED TO CORRECT THE SITUATION.
 - ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES, AND REGULATIONS. ALL ISSUE ALL APPLICABLE CODES, ORDINANCES, AND REGULATIONS. ALL APPROPRIATE NOTICES AND COMPLIANCE WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK.
 - ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL, AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
 - THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
 - THE CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF OWNER.
 - CONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
 - AT ANY TIME DURING THE DURATION OF CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SECURITY OF THE SITE. CONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION.
 - AS MAY BE REQUIRED BY THE GOVERNING AGENCY OR PROPERTY OWNER, THE CONTRACTOR SHALL PROVIDE TEMPORARY POWER, WATER, OR TOILET FACILITIES.
 - THE EXISTING CELL SITE IS ASSUMED TO BE IN FULL COMMERCIAL OPERATION. ANY CONSTRUCTION WORK BY SUBCONTRACTOR SHALL NOT DISRUPT THE EXISTING NORMAL OPERATION. ANY WORK ON EXISTING EQUIPMENT
 - CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MEANS AND METHODS TO COMPLETE ALL UPGRADES AS INDICATED IN THIS DOCUMENT.
 - ALL DIMENSIONS, SECTIONS AND DETAILS OF THE EXISTING STRUCTURE ARE INCLUDED FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL RELEVANT INFORMATION PRIOR TO CONSTRUCTION OR FABRICATION. NOTIFY THE ENGINEER IMMEDIATELY IN WRITING OF ANY DISCREPANCIES. ALL NEW WORK SHALL ACCOMMODATE EXISTING CONDITIONS.
 - CONTRACTOR IS RESPONSIBLE FOR ERECTING TEMPORARY BARRICADES AND/OR FENCING TO PROTECT THE SAFETY OF THE PUBLIC DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE PUBLIC AND THE PROPERTY OF THE SITE CAUSED BY THIS CONSTRUCTION. THE COST OF REPAIRS IS THE CONTRACTOR'S RESPONSIBILITY.
 - ALL WORK SHALL BE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.
 - COORDINATE WORK INDICATED ON THESE DRAWINGS WITH THE NEW EQUIPMENT EXISTING EQUIPMENT, WAVEGUIDE ETC.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL MEASUREMENTS AT THE SITE PRIOR TO ORDERING ANY MATERIALS OR CONDUCTING ANY WORK.
 - ALL DETAILING, FABRICATION AND ERECTION OF STRUCTURAL STEEL SHALL CONFORM TO AISC SPECIFICATIONS AND CODES, LATEST EDITION.
 - CONTRACTOR SHALL COLD-CALDWAVE ALL H.W. STEEL AS REQUIRED DURING CONSTRUCTION PROCESS.

GENERAL UPGRADE NOTES

1 1-A CERTIFICATION

2 1-A CERTIFICATION

3

verizon

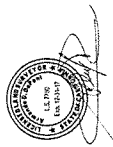
15505 Sycamore Avenue
 Building D, 1st Floor
 Irvine, CA 92618
 949-286-7000

AKA DEVELOPMENT

J5 SURVEYING, INC.
 41-CA-00-D-W-N-T-C

CAL VADA SURVEYING, INC.
 17000 Sycamore Avenue
 Building D, 1st Floor
 Irvine, CA 92618
 949-286-7000

EXPIRES

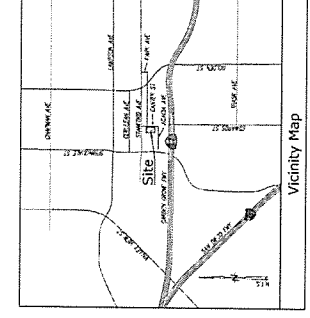
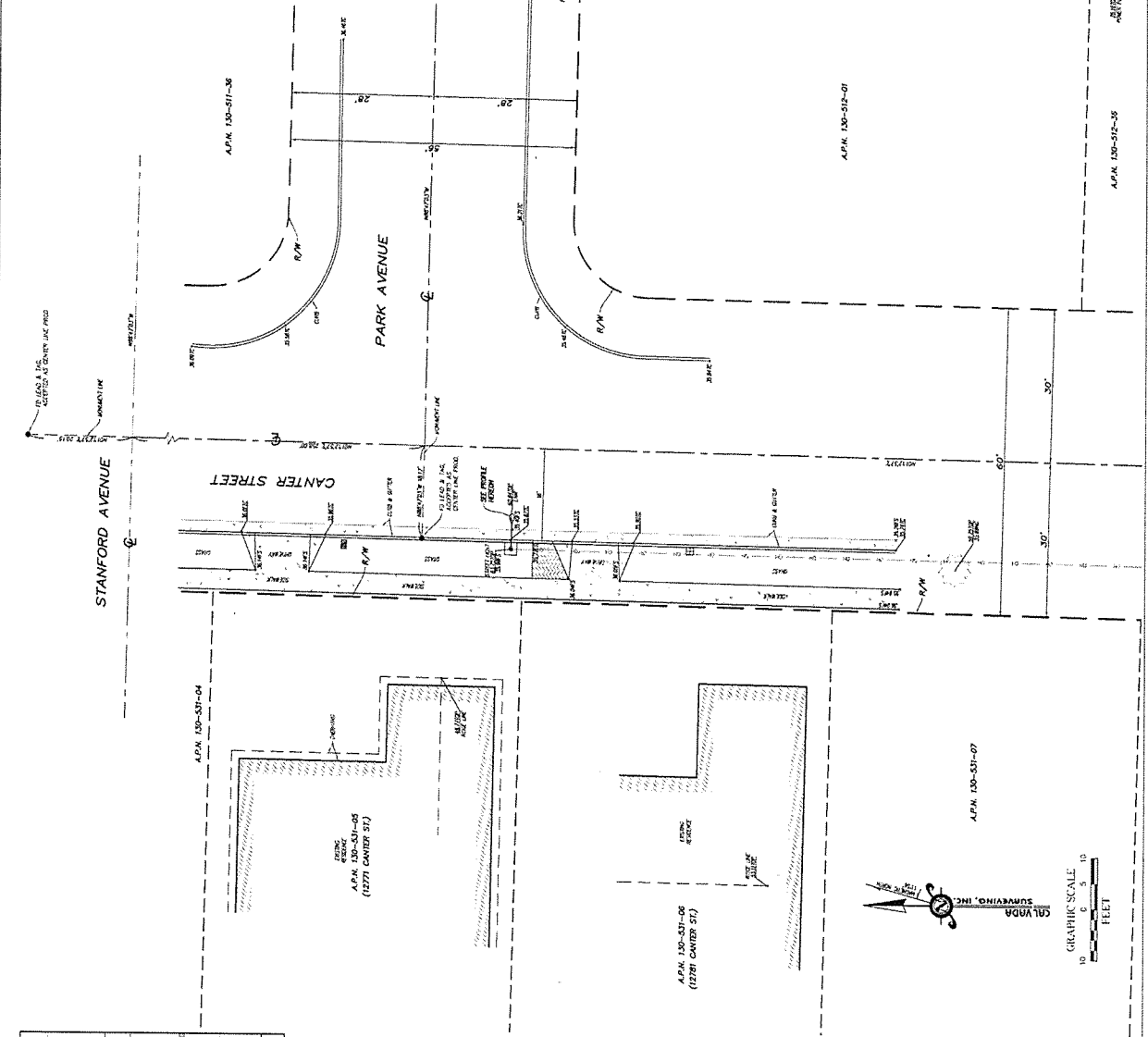
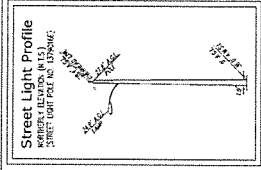


REVISION	DATE/TIME	DESCRIPTION	SUBMITAL

SCL GARDEN GROVE 17
 FIG. 12771, CENTER ST.
 GARDEN GROVE, CA 92845
 ORANGE COUNTY

TOPOGRAPHIC SURVEY

LS-1
 SHEET NUMBER
 SHEET 1 OF 1



Title Report
 NO PHYSICAL RECORD FOUND

Legal Description
 NO PHYSICAL RECORD FOUND

Assessor's Parcel No.
 NO PHYSICAL RECORD FOUND

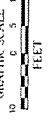
Basis of Bearings
 THE BEARINGS AND DISTANCES SHOWN ON THIS PLAN ARE BASED ON THE 1983 NAD 83 DATUM, WHICH IS THE CURRENTLY USED DATUM FOR THE CALIFORNIA STATE PLANNING SYSTEM.

Bench Mark
 THE BENCH MARK SHOWN ON THIS PLAN IS THE 1983 NAD 83 DATUM BENCH MARK.

Date of Survey
 APR 15, 2017

Legend

---	PROPERTY BOUNDARY
- - -	EXISTING EASEMENT
- - -	PROPOSED EASEMENT
- - -	EXISTING UTILITY
- - -	PROPOSED UTILITY
- - -	EXISTING CURB
- - -	PROPOSED CURB
- - -	EXISTING DRIVE
- - -	PROPOSED DRIVE





1500 DAVID GARDNER AVE
IRVINE, CA 92618

THE INFORMATION CONTAINED ON THIS SET OF
DRAWINGS IS THE PROPERTY OF VERIZON
WIRELESS. IT IS TO BE USED ONLY FOR THE
PROJECT AND SITE SPECIFICALLY IDENTIFIED
HEREIN. ANY REUSE OR MODIFICATION
WITHOUT THE WRITTEN PERMISSION OF
VERIZON WIRELESS IS STRICTLY PROHIBITED.

INFRASTRUCTURE
AZ - CD - CD - ID - MM - MM - TX - UT
2000 MAIN STREET, SUITE 200
IRVINE, CA 92614

SITE NAME:
SCL GARDEN
GROVE 17

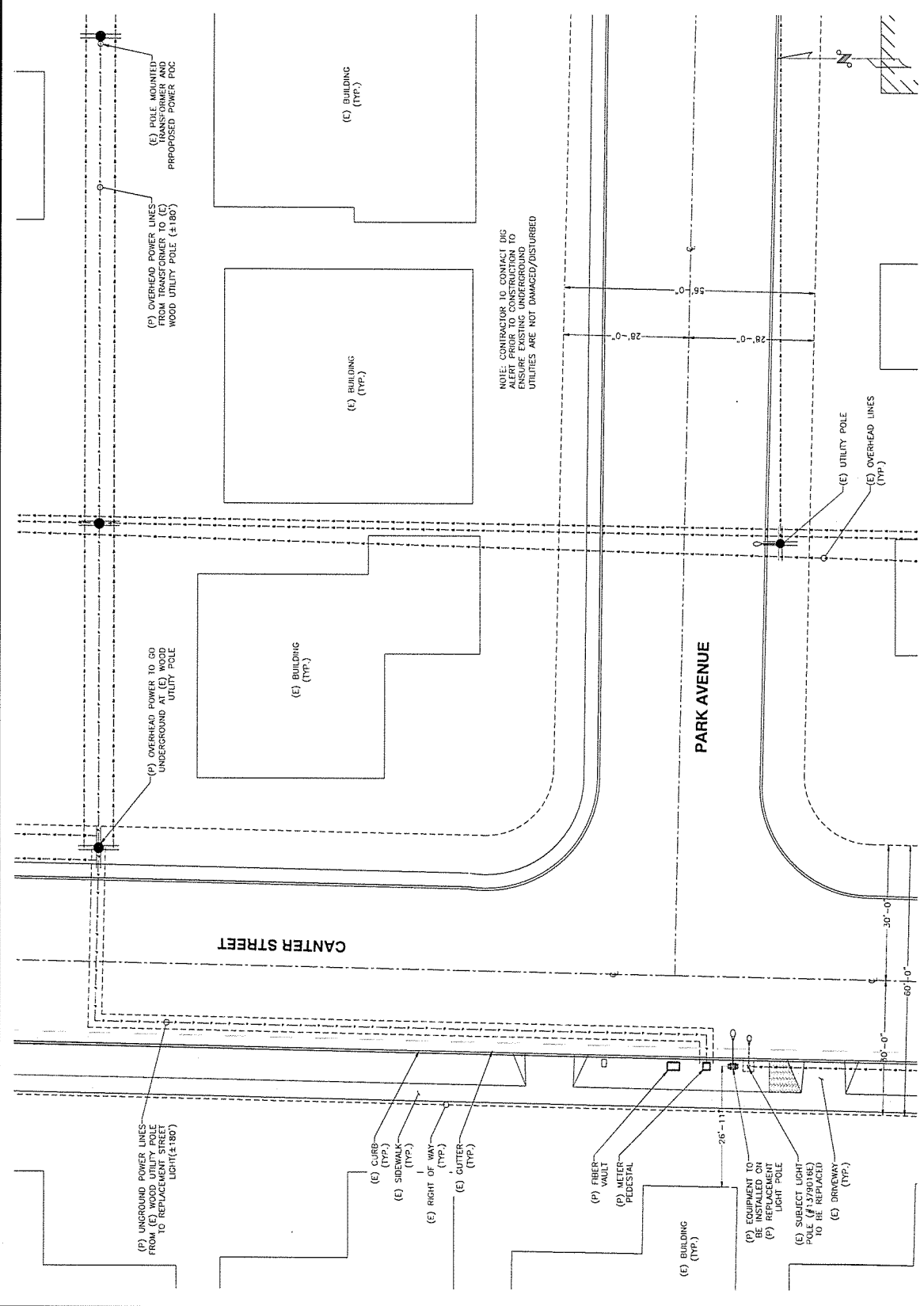
POLE# 1379016E
SITE ADDRESS:
6700 WOODLAND AVENUE
GARDEN GROVE, CA 92845

REV	DATE	DESCRIPTION
0	08/01/2017	ISSUED
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

IF A VIOLATION OF LAW OR ANY PERSON,
FIRM OR ENTITY HAS BEEN IDENTIFIED
AS BEING INVOLVED IN THE VIOLATION,
IT SHALL BE REPORTED TO THE
APPLICABLE AGENCIES.

SHEET TITLE
SITE PLAN

SHEET NUMBER
A1

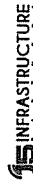


SITE PLAN



1500 SAND GARDEN AVENUE
IRVINE, CA 92618

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PRELIMINARY & CONDITIONAL. IT IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF THE ENGINEER. ANY CHANGES TO THIS DRAWING SHALL BE MADE BY THE ENGINEER.



IS INFRASTRUCTURE
A2 - CA - CD - D - N1 - N7 - TX - U7
200 MANHATTAN STREET, SUITE 200
IRVINE, CA 92614

SITE NAME:
**SCL GARDEN
GROVE 17**

POLE# 1379016E

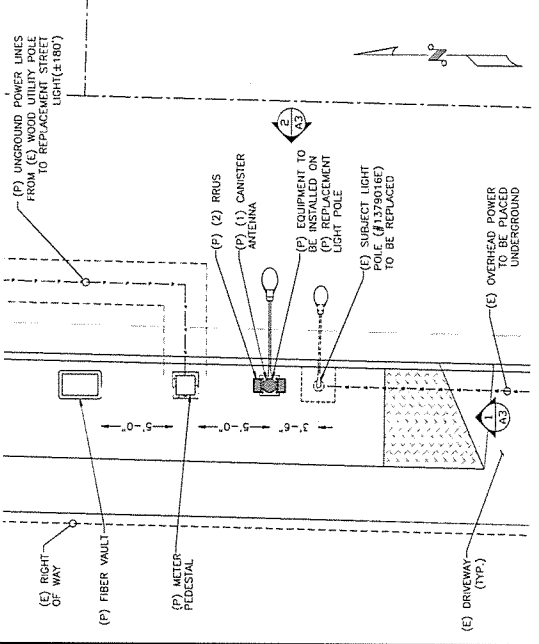
SITE ADDRESS:
PO 13777 CENTER ST,
GARDEN GROVE, CA 92645

REV	DATE	DESCRIPTION
0	09/15/21	ISSUE FOR PERMITS

IT IS A VIOLATION OF LAW FOR ANY PERSON TO REPRODUCE OR TRANSMIT IN ANY MANNER OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, ANY PART OF THIS DRAWING.

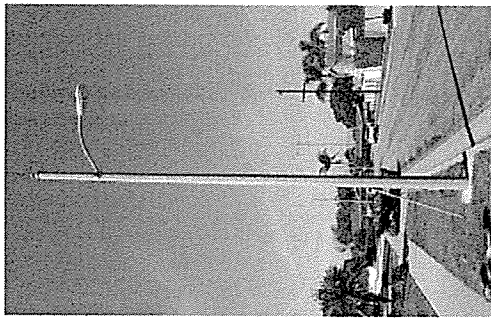
SHEET TITLE
ENLARGED PLAN

SHEET NUMBER
A2



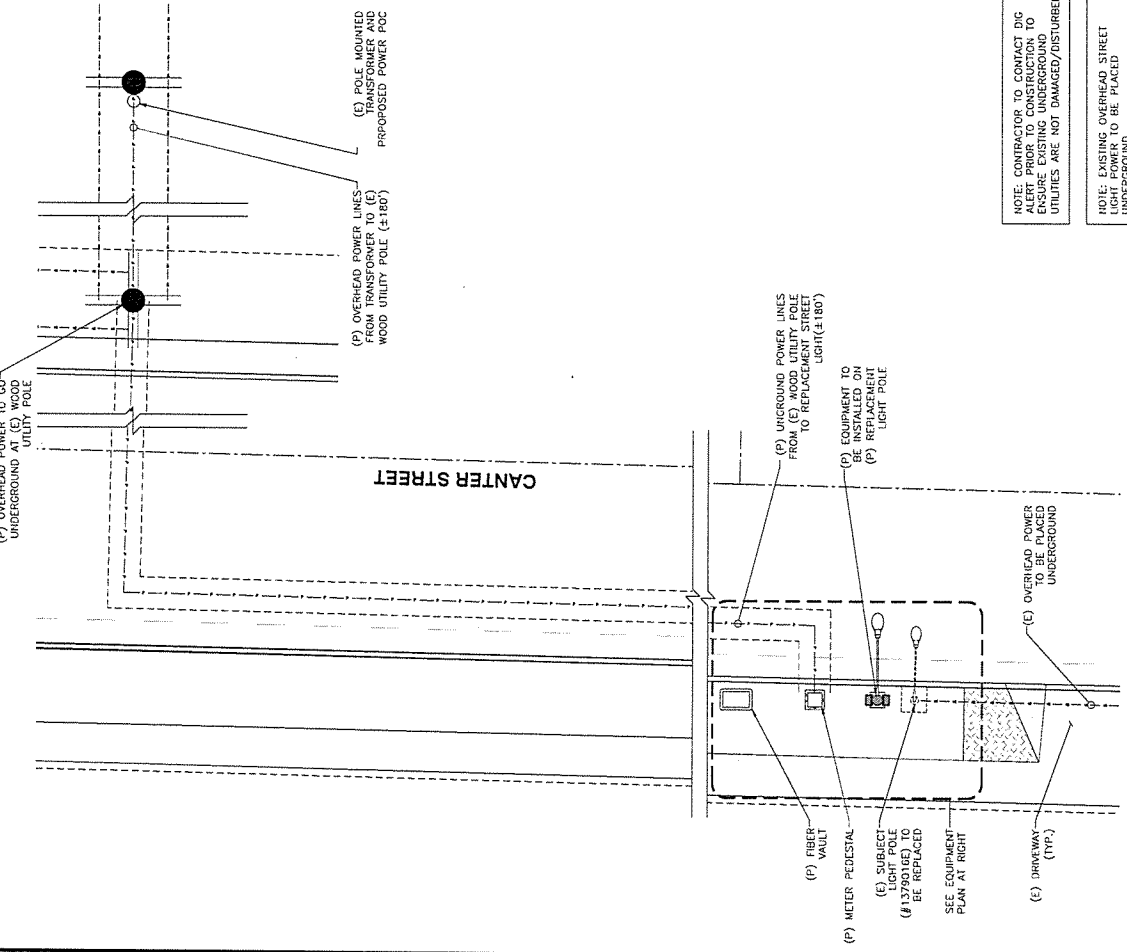
EQUIPMENT PLAN

24"X36" SCALE 1/4" = 1'-0"
11"X17" SCALE 1/8" = 1'-0"



SUBJECT POLE

24"X36" SCALE 3/32" = 1'-0"
11"X17" SCALE 3/64" = 1'-0"



ENLARGED SITE PLAN

24"X36" SCALE 3/16" = 1'-0"
11"X17" SCALE 3/32" = 1'-0"

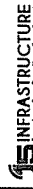
NOTE: CONTRACTOR TO CONTACT DIG TO VERIFY LOCATION AND DEPTH OF EXISTING UNDERGROUND UTILITIES ARE NOT DAMAGED/DISTURBED

NOTE: EXISTING OVERHEAD STREET LIGHT POWER TO BE PLACED UNDERGROUND.



1500 SAND HAYWAVE
SAN JOSE, CA 95131
IRVINE, CA 92618

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PRELIMINARY & SUBJECT TO CHANGE WITHOUT NOTICE. ANY CHANGES WILL BE INDICATED BY REVISIONS. THIS SET OF DRAWINGS IS THE PROPERTY OF VERIZON WIRELESS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED.



2000 MAIN STREET, SUITE 200
IRVINE, CA 92614

SITE NAME:
**SCL GARDEN
GROVE 17**

POLE# 1379016E

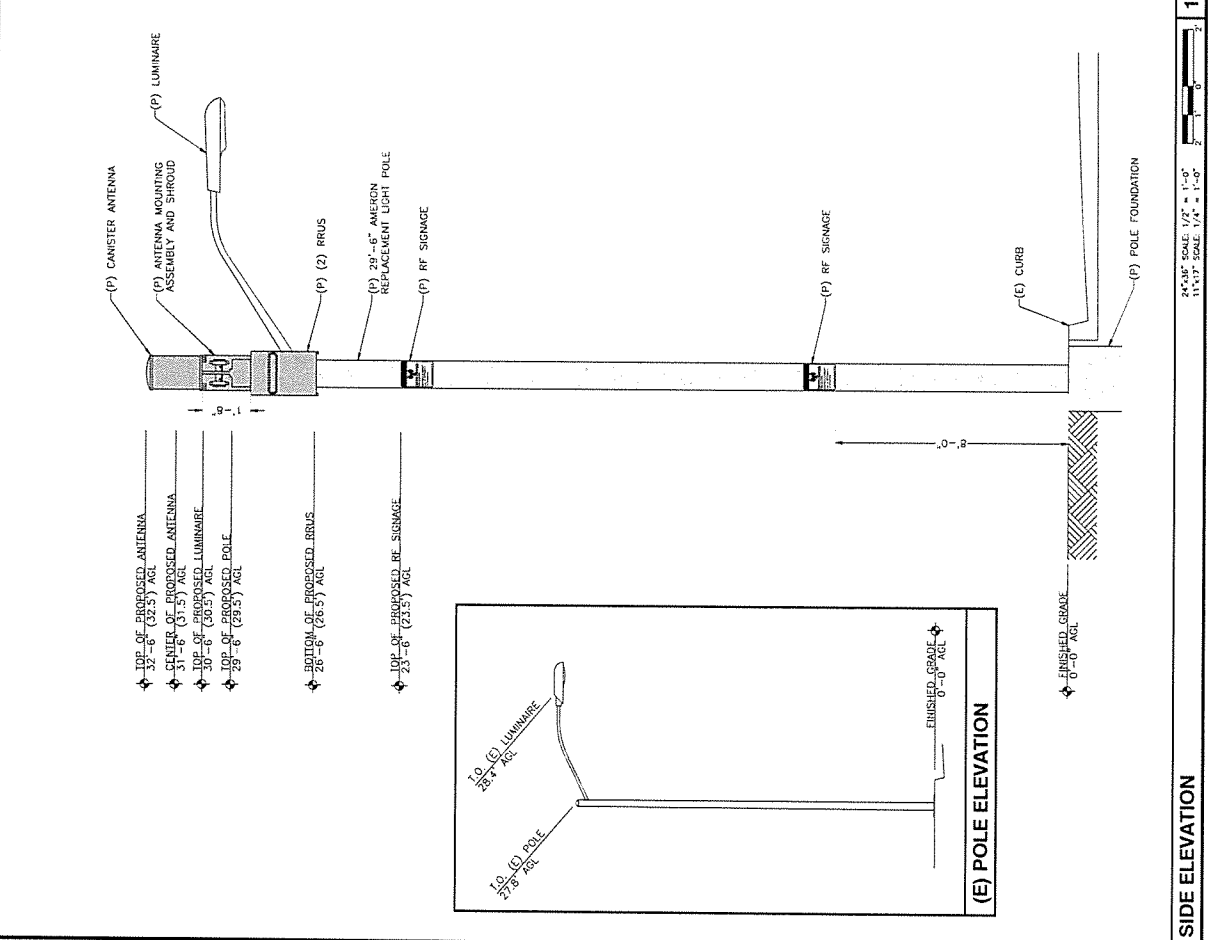
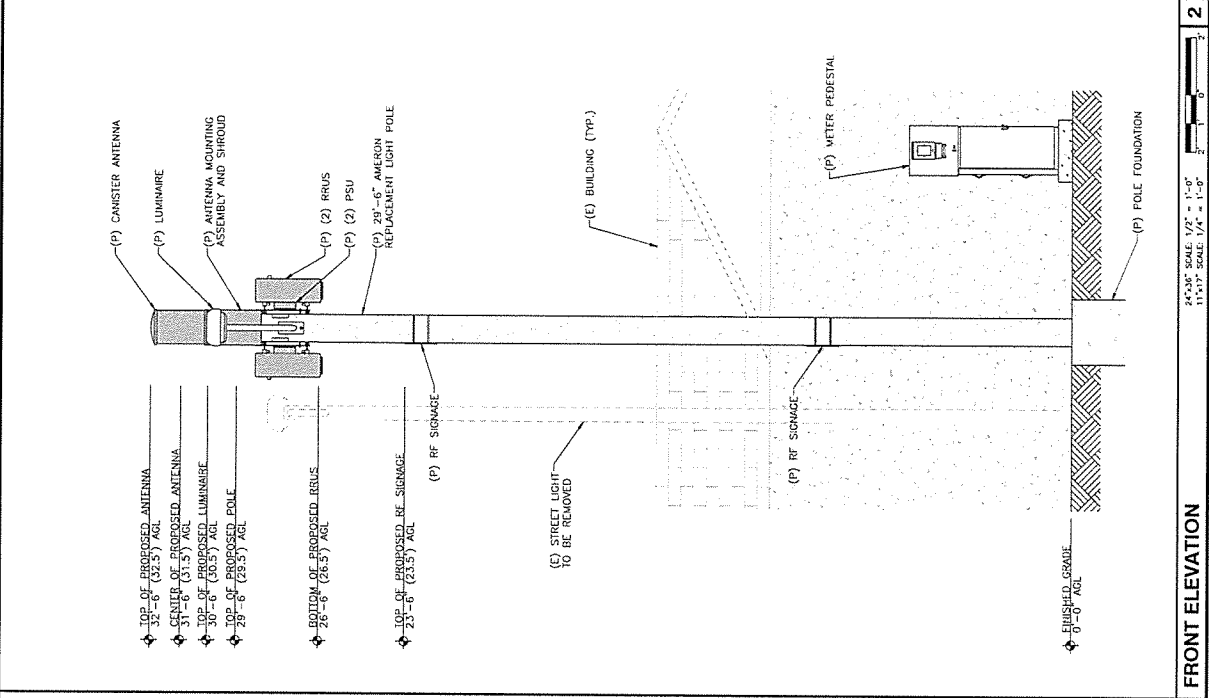
SITE ADDRESS:
1701771 CENTER ST.
GARDEN GROVE, CA 92845

REV	DATE	DESCRIPTION
0	08/20/17	ISSUE FOR PERMITS
1	08/20/17	ISSUE FOR PERMITS
2	08/20/17	ISSUE FOR PERMITS

IT IS A VIOLATION OF LAW FOR ANY PERSON, FIRM OR COMPANY TO REPRODUCE OR TRANSMIT ANY INFORMATION CONTAINED HEREIN WITHOUT THE WRITTEN PERMISSION OF VERIZON WIRELESS.

SHEET TITLE
ELEVATIONS

SHEET NUMBER
A3



2

1

SIDE ELEVATION

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AS INFRASTRUCTURE
200 SARD STREET, SUITE 200
IRVINE, CA 92618

SITE NAME:
SCL GARDEN GROVE 17

POLE# 1379016E

SITE ADDRESS:
PO 12771 CENTER ST.
GARDEN GROVE, CA 92846

REV	DATE	DESCRIPTION
1	07/15/15	ISSUE FOR CONSTRUCTION
2	07/15/15	ISSUE FOR CONSTRUCTION

REPLACEMENT POLE SPECIFICATIONS

SHEET TITLE

D1

SHEET NUMBER

REV.	DATE	DESCRIPTION	DRN.	APPR.

"F" LEVEL CONFIG CODES		"P" LEVEL CONFIG CODES	
OPTION CLASS	ENTRY INFO.	OPTION CLASS	ENTRY INFO.
COATING	S	MIX	B1
DOOR SCR	68546E (3 REC.)	FINISH	5
DOOR SCR	SCE (2 REC.)	BASEPLATE	63250E-1 SPL
DRILL IN MOD	MOD24 (4 REC.)	COLLAR	NONE
DRILL IN MOD	MOD24 (4 REC.)	POLE TOP CON.	MODB
		CAST-IN MOD	MODA
		CAST-IN MOD	MODC
		CAST-IN MOD	MODD
		STRUCTURE	MODMS

POLE DESIGN-NATION	HEIGHT ABOVE GRADE	OVERALL POLE LENGTH	BOLT CIRCLE	BASE O.D.	ULTIMATE G.L. MOMENT (ft.-lbs.)	POLE WEIGHT (lbs.)
BP-300X09	29'-3"	29'-6"	16"	11-13/16"	75,000	2,900

300mm NON-TAPERED BASE PLATE ROUND POLE

POLES REQUIRED (BP300X09-16198) INCLUDING CONDUIT WITH A (2) 6" WALL BRACKET ALUMINUM ELLIPTICAL ARM (P/N: LAEBBA); (1) ALUMINUM COVER PLATE (66546-1) & (2) 1/2"-13UNC X 7.5 DOOR SCREWS (P/N: 45480E) FOR USE WHEN ONLY (1) LAEBBA ARM IS IN USE

- NOTES:
- MIX (8155): SCE BLACK & WHITE, LIGHTLY EXPOSED AGGREGATE FINISH WITH FLAT, WATER SEALER COATING.
 - ASTM C-150 TYPE III GRAY CEMENT.
 - Pc @ 28 DAYS = 7,000 PSI, USING SPUN CYLINDER TEST.
 - Pc @ 28 DAYS = 5,000 PSI, USING ASTM C-31 CYLINDER TEST.
 - POLES MANUFACTURED PER ASTM C-1089-13 SPECIFICATIONS.
 - PROTECTIVE COAT EXPOSED P.C. WIRES AT POLE ENDS.
 - MAXIMUM ANTENNA: 200 LBS; ROUNDED SHAPE IS 11 SQ. FT.
 - DUE TO THE NATURE & CHARACTERISTICS OF CONCRETE, SIDE MOUNT SPACING DIMENSIONS CAN ONLY BE TAKEN TO THE NEAREST 1/8 INCH. INTERNAL SEPARATE ELECTRICAL CONDUIT FULL POLE LENGTH TO BE FURNISHED AND INSTALLED BY AMERON. INTERNAL ELECTRICAL WIRES FOR ANTENNA AND RADIOS TO BE SEPARATED FROM SCE LUMINAIRE WIRES.

APPROVED BY: _____ DATE: _____

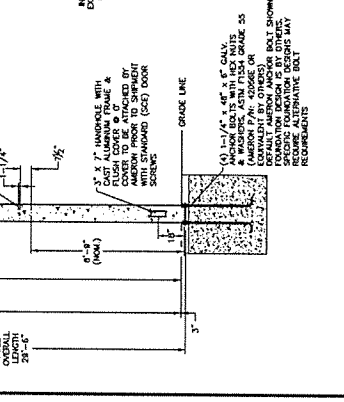
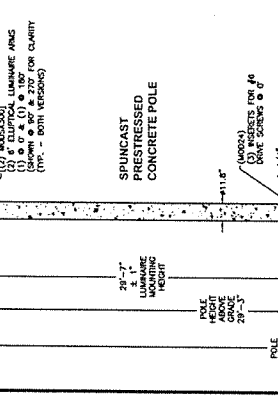
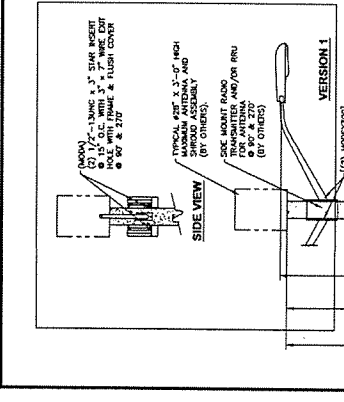
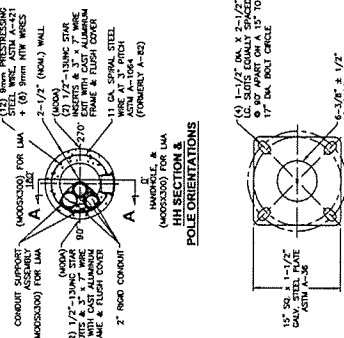
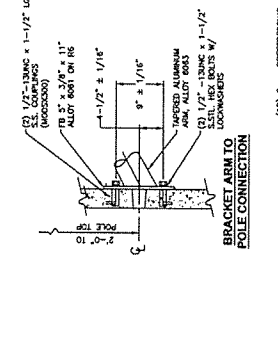
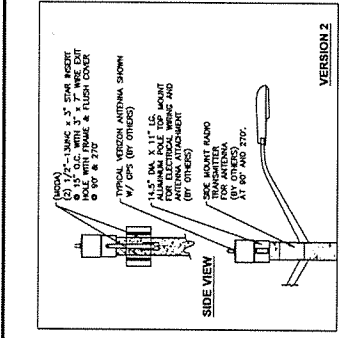
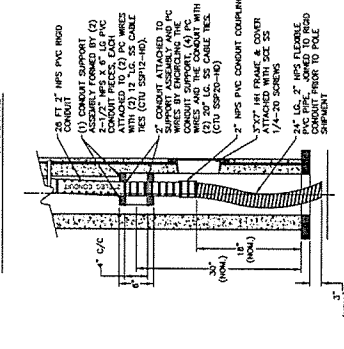
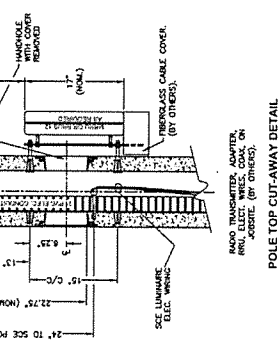
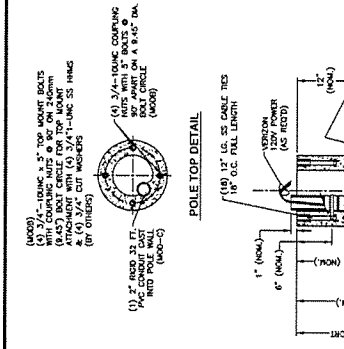
SOUTHERN CALIFORNIA EDISON/VERIZON
BP-300X09 POLE WITH SINGLE OR DOUBLE 6' ARMS
WITH WIRE WAYS FOR POLE MOUNTED RADIOS

THIS DOCUMENT CONTAINS INFORMATION WHICH IS PROPRIETARY TO AMERON. IT SHALL NOT BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE PRIOR WRITTEN PERMISSION OF AMERON.

AMERON
POLE PRODUCTS

SCALE: N.T.S. **DWG. NO.:** 10203746

DATE: 07/15/15 **REV:**



CONTAINS INFORMATION WHICH IS PROPRIETARY TO AMERON. IT SHALL NOT BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE PRIOR WRITTEN PERMISSION OF AMERON.

RESOLUTION NO. 5917-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-127-2018, FOR INSTALLATION OF TWENTY-FIVE (25) SMALL WIRELESS TELECOMMUNICATION FACILITIES WITHIN THE CITY OF GARDEN GROVE PUBLIC RIGHT-OF-WAY AT VARIOUS LOCATIONS THROUGHOUT THE CITY.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on April 19, 2018, does hereby approve Conditional Use Permit No. CUP-127-2018, for the installation of twenty-five (25) small wireless telecommunication facilities and related equipment and improvements within the City of Garden Grove public right-of-way at various locations throughout the City.

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-127-2018, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Verizon Wireless.

The applicant is requesting Conditional Use Permit (CUP) approval to allow for the installation and operation of twenty-five (25) Citywide small wireless telecommunication facilities disguised as street light poles, along with related below grade or internally concealed meter, attached equipment, and site improvements. The existing streets light poles in the City's public right-of-way, that are owned by Southern California Edison, will be removed and replaced with the new street light poles, that include small wireless telecommunication facilities.

2. Pursuant to the California Environmental Quality Act ("CEQA"), the City of Garden Grove has determined that the proposed project is categorically exempt from CEQA pursuant to Section 15301 (Existing Facilities) of the CEQA Guidelines (14 Cal. Code Reg., Section 15301).
3. The properties on which the facilities will be installed have General Plan Land Use designations of Low Density Residential, Medium Density Residential, Light Commercial, Heavy Commercial, and International West Mixed Use, and are zoned R-1 (Single-Family Residential), R-3 (Multiple-Family Residential), C-1 (Neighborhood Commercial), C-2 (Community Commercial), OS (Open Space), PUD (Planned Unit Development), and HCSP-SD-S (Harbor Corridor Specific Plan – Swing District South). The sites are improved as the City of Garden Grove public right-of-way.
4. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed.
5. The report submitted by City Staff was reviewed.

6. Pursuant to a legal notice, a public hearing was held on April 19, 2018, and all interested persons were given an opportunity to be heard.
7. The Planning Commission gave due and careful consideration to the matter during its meeting of April 19, 2018; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030, are as follows:

FACTS:

The subject sites are parkways located within the City's public right-of-way at various citywide locations. The sites are improved with existing street light poles owned and operated by Southern California Edison.

The subject sites are zoned R-1 (Single-Family Residential), R-3 (Multiple-Family Residential), C-1 (Neighborhood Commercial), C-2 (Community Commercial), OS (Open Space), PUD (Planned Unit Development), and HCSP-SD-S (Harbor Corridor Specific Plan – Swing District South) and have General Plan Land Use Designations of Low Density Residential, Medium Density Residential, Light Commercial, Heavy Commercial, and International West Mixed Use.

Verizon Wireless is proposing to remove and replace twenty-five (25) Citywide street light poles owned and operated by Southern California Edison, and to install new 32'-6" tall small wireless telecommunication facilities disguised as functioning street light poles, along with related below grade or concealed meter, attached equipment, and site improvements.

Each proposed new small wireless telecommunication facility will consist of a directly installed antenna concealed by a shroud, two (2) remote radio units, two (2) power supply units mounted (one on each side of the pole), a below grade or internally concealed meter, and other related equipment. All new street light poles will include a visible radio frequency and site identification placard. The luminaire design and LED light will be consistent with the City's luminaire replacement program.

The proposed new street light poles will be erected within a few feet of the existing street light poles. The existing pole will be removed as well as any related equipment, sub-structure, and concrete foundation. The existing foundation trench will be back-filled with clean fill, compacted, and completed with a finish surface to match the existing surroundings.

FINDINGS AND REASONS:

1. The proposed use will be consistent with the City's adopted General Plan.

The Applicant is proposing to install and operate small wireless telecommunication facilities to complement and supplement the broader macro cell facilities to fill gaps in coverage and provide increased network capacity, to ensure connectivity, and meet the demand for those heavily populated areas by using an 'existing facility' use subject to a Conditional Use Permit. General Plan Land Use Element Policy LU-1.10 promotes future patterns of urban development and the better use of existing and planned public facilities. With the Conditional Use Permit request, the Applicant is proposing to meet the future needs of the City in a manner consistent with this policy. The proposed development will create an environment and a use that is consistent with the goals of the General Plan provided that the operation of the facilities complies with the conditions of approval.

2. That the requested use at the location proposed will not: adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area, or unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

The use will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The conditions of approval will minimize potential impacts to the adjoining area. Provided the conditions of approval are adhered to for the life of the project, the use will be harmonious with the persons who work and live in the area.

Additionally, the use will not unreasonably interfere with the use, enjoyment or valuation of the property of other persons located within the vicinity of the site, provided the conditions of approval are adhered to for the life of the project. The street light poles will be designed to match the City's existing street light poles appearance in order to mitigate any potential aesthetic impacts. Telecommunication facilities are conditionally permitted in the R-1 (Single-Family Residential), R-3 (Multiple-Family Residential), C-1 (Neighborhood Commercial), C-2 (Community Commercial), OS (Open Space), PUD (Planned Unit Development), and HCSP-SD-S (Harbor Corridor Specific Plan – Swing District South) zones.

Finally, the use will not jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare. The conditions of approval will ensure the public health, safety, and welfare. The antennas and equipment are required to adhere to all FCC regulations prohibiting such facilities from interfering with public safety. Therefore, the project will not create a menace to the public health, safety, or welfare.

3. That the proposed sites are adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other

development features prescribed in this title or as is otherwise required in order to integrate such use with the uses in the surrounding area.

The Applicant is proposing to remove and replace twenty-five (25) Citywide street light poles within the public right-of-way with new 32'-6" tall small wireless telecommunication facilities disguised as functioning street light poles, along with related below grade or concealed meter, attached equipment, and site improvements. The sites, with the existing site improvements and modifications, are all of adequate size to accommodate the proposed uses within the surrounding area.

4. That the proposed sites are adequately served: by highways or streets or sufficient width and improved as necessary to carry the kind and quantity of traffic such as to be generated, and by other public or private service facilities as required.

The sites are adequately served by a principal, major, primary, or secondary arterials or local residential streets and accessible from the public right-of-way. The site is also adequately served by the public service facilities required such as public utilities: gas, electric, water, and sewer facilities.

INCORPORATION OF FACTS AND REASONS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and reasons set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Conditional Use Permit (CUP-127-2018) possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 (Conditional Use Permits).
2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the following Conditions of Approval, attached as Exhibit "A", shall apply to Conditional Use Permit No. CUP-127-2018.

EXHIBIT "A"

Conditional Use Permit No. CUP-127-2018

City of Garden Grove Public Right-of-Ways

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

1. The applicant shall submit a "Notice of Discretionary Permit Approval and Agreement with Conditions of Approval No. CUP-127-2018," as prepared by the City Attorney's Office, within thirty (30) days of approval. This Conditional Use Permit runs with the land and is binding upon the applicant, his/her/its heirs, assigns, and successors in interest.
2. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "Applicant" shall mean and refer to the project applicant, Verizon Wireless, the wireless telecommunication facility, and each of their respective successors and assigns, including all subsequent purchasers and/or wireless telecommunication facility. The Applicant, wireless telecommunication facility, and operators of such business shall adhere to the conditions of approval for the life of the project, regardless of property ownership. Any changes of the Conditions of Approval require approval by the Planning Commission, except as otherwise provided herein.
3. This Conditional Use Permit only authorizes the operation of twenty-five (25) small wireless telecommunication facilities in the City's public right-of-way as identified on the site plan, elevations, and detail plans attached to these Conditions of Approval. Approval of this Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
4. Minor modifications to the approved site plan, elevations, detailed plans and/or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the approved site plan or Conditions of Approval that would result in the intensification of the project or create impacts that have not been previously addressed, and which are determined by the Community and Economic Development Director not to be minor in nature, shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

Business License Division

6. Applicant shall ensure that all contractors and subcontractors have a valid business license to do business in the City of Garden Grove.

Police Department

7. In order to facilitate the City's rules regarding the regulation, placement, and construction of, and its interaction with, the City's Public Safety Communications Equipment, operation of the Wireless Communications Facilities ("WCF"), the Applicant and all successors shall agree as follows:
 - a. The Applicant recognizes that the frequencies used by the WCF located in the City of Garden Grove public right-of-way may be close to the frequencies used by the City of Garden Grove for public safety. This proximity will require extraordinary "comprehensive advanced planning and frequency coordination" engineering measures to prevent interference, especially in the choice of frequencies and radio ancillary hardware. This is encouraged in the "Best Practices Guide" published by the Association of Public-Safety Communications Officials-International, Inc. (APCO) and as endorsed by the Federal Communications Commission (FCC). Applicant shall comply with such Good Engineering Practices as may be amended from time to time by the FCC in its Rules and Regulations and shall comply with all FCC regulations regarding susceptibility to radio frequency interference, frequency coordination requirements, general technical standards for power, antenna, bandwidth limitations, frequency stability, transmitter measurements, operating requirements, and any and all other federal statutory and regulatory requirements relating to radio frequency interference (RFI).
 - b. In the event the WCF is identified as causing radio frequency interference with the City's Public Safety Communications Equipment, the following steps shall be taken:
 - i. Upon notification by the City of interference with Public Safety Communications equipment, the Applicant (Verizon Wireless) shall utilize the hierarchy and procedures set forth in the Best Practices Guide. If the Applicant (Verizon Wireless) fails to cooperate with the City in applying the procedures set forth in the Best Practices Guide in order to eliminate the interference, then the City may take such steps under law, including the initiation of appropriate proceedings with the FCC, to eliminate the interference.
 - ii. If there is a determination of radio frequency interference with the City's Public Safety Communications Equipment, the party which caused the interference shall be responsible for reimbursing the City for all costs associated with ascertaining and resolving the

interference, including but not limited to any engineering studies obtained by the City to determine the source of the interference.

8. The Applicant shall provide a 24-hour phone number to which interference problems can be reported. This condition will also apply to all existing facilities operated by the provider in the City of Garden Grove.
9. The Applicant shall provide a "single point of contact" in its Engineering and Maintenance Departments to ensure continuity on all interference issues. The name, telephone number, fax number, and e-mail address of that person shall be provided to the City's designated representative upon activation of the facility.
10. The Applicant shall ensure that any lessee or other users of the WCF shall comply with the terms and conditions of this permit and the Applicant shall be responsible for the failure of any lessee or other users under the control of the Applicant to comply.

Fire Department

11. The Applicant shall provide the appropriate Fire Department notes on the building plans that will be submitted to Building and Safety Division for plan check review.
12. The Applicant shall complete a Fire Department Hazardous Materials packet, and submit a copy to the City with the initial plan check submittal packet.
13. The Applicant and subsequent operator(s) shall place and display a hazardous materials placard(s)/sign(s), to NFPA 704 Standards, on the access to the below grade equipment, wireless telecommunication facility and/or new street light pole.

Public Works - Engineering Division

14. The Applicant shall obtain an encroachment permit from the City prior to any construction in the public right-of-way.
15. The Applicant shall submit traffic lane closure permits along with a vehicular traffic control plan for approval.
16. The Applicant shall remove the existing pole as well as any related equipment, sub-structure, and concrete foundation.
17. No at or above ground meter and/or equipment shall be placed on the City of Garden Grove public right-of-way.
18. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, using electricity from power

poles rather than diesel or gasoline powered generators, and using methanol, natural gas, propane or butane vehicles instead of gasoline or diesel powered equipment, where feasible, using solar or low-emission water heaters, and using low-sodium parking lot lights, to ensure compliance with Title 24.

Public Works - Traffic Division

19. The Applicant shall submit plans and pole specifications to include the material of the pole for Public Works Traffic Division approval.

Public Works - Water Division

20. New utilities shall have a minimum five foot (5'-0") horizontal and a minimum one foot (1'-0") vertical clearance from water main and appurtenances.
21. Any new or existing water valve located within new concrete sidewalk improvements shall be reconstructed per City Standard B-753.
22. Any existing meter and services that need to be relocated within the project area shall be relocated at Applicant's expense.

Building and Safety Division

23. The Applicant shall comply with all current California Building Codes, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Energy Code.
24. The Applicant shall submit plans for Building and Safety Division approval.

Planning Services Division

25. The Applicant shall be responsible for maintenance and up-keep of the wireless telecommunication facilities.
26. The Applicant shall be responsible for maintaining free from graffiti, debris, and litter, those areas of the sites on which the wireless telecommunication facilities are installed on, and over, which he/she has control. Graffiti shall be removed within 120 hours of notification/application.
27. The antenna structures shall be designed and disguised as new street light poles that will have a pole height of 29'-6" and an ultimate height to the top of the antenna at 32'-6". Each new small wireless telecommunication facility shall consist of a directly installed antenna approximately one-foot (1'-0") tall concealed by a 3'-9" shroud, two (2) remote radio units about two-feet (2'-0") tall, two (2) power supply units mounted one to each side of the pole along with a below grade or concealed meter as well as other related equipment. All new street light poles shall include a visible radio frequency

and site identification placard. In order to maintain the street light pole appearance, the following conditions shall apply:

- a. The street light pole shall match the existing street light pole colors.
 - b. All attached equipment (i.e., antenna, shroud, remote radio units, power supply units, mounting equipment, and other attached equipment) shall be factory painted to match the new street light pole's color.
 - c. The luminaire design and LED light shall be consistent with the City's luminaire replacement program.
 - d. There shall be no climbing pegs on the street light pole below a height of 15'-0", except when temporarily installed to service the antennas.
 - e. All new street light poles shall include a visible radio frequency and site identification placard.
28. The Applicant shall submit a material sample of the colors to the Planning Services Division for review and approval as part of the plan check submittal application.
29. The Conditional Use Permit (CUP) grants the right to the Applicant to construct and use a telecommunication facility at the locations described in the submitted site plan. The City, however, has concerns about the potential adverse aesthetic and other health and safety impacts of the antennas, and utility and/or mechanical equipment on the surrounding community. It is possible that future technological improvements may make the proposed telecommunication facilities unnecessary or obsolete or outdated aesthetically, therefore, the particular antenna and related equipment shall be reviewed ten years from the date of this approval. At that time, the telecommunication provider operating the facilities shall agree to, and update, each facility as may be required by the Community and Economic Development Director or his/her designee in accordance with applicable law.
30. The City reserves the right to periodically reevaluate the antennas, and utility and/or mechanical equipment in terms of the continued need for these structures in their current size, height, and configuration, and the actual impacts on the neighborhood, community, and environment.
31. Prior to the end of the fifth (5th) year, the City reserves the right to require an administrative review for compliance with the conditions of approval.
32. In order to address concerns regarding radio emissions, the following conditions shall be complied with:

- a. Radio frequency emissions shall not exceed the radio frequency emission guidelines of the Federal Communication Commission (FCC); as such guidelines may be amended from time to time.
 - b. Prior to January 1, 2018, and each January 1st thereafter, the operator shall file with the City of Garden Grove Community and Economic Development Department for approval, a certification of compliance prepared by an independent third party, qualified to measure radio frequency emissions.
33. In the event that the wireless telecommunication facilities are abandoned or their use is discontinued, the Property Owner shall remove all improvements within sixty (60) days of abandonment or discontinuance of the use, whichever occurs first.
 34. The Applicant shall replace the dead sod or ground cover areas in the City parkway landscape areas with new sod or ground cover and ensure that the irrigation system is operating to ensure landscape maintenance.
 35. The Applicant shall ensure that the existing foundation trench be back-filled with clean fill, compacted, and completed with a finish surface to match the existing surroundings.
 36. Hours and days of construction shall be as set forth in the City of Garden Grove's Municipal Code Section 8.47.010, referred to as the Noise Control Ordinance.
 37. There shall be no other antennas or mechanical equipment installed on the street light poles without obtaining approval from the Planning Services Division.
 38. During construction, if paleontological or archeological resources are found, all attempts shall be made to preserve in place or leave in an undisturbed state in compliance with applicable laws and regulations.
 39. A copy of the Resolution No. 5917-18 approving Conditional Use Permit No. CUP-127-2018 shall be kept at the local Verizon Offices at all times and be made available upon request by City Staff and/or Police Department.
 40. The Applicant is advised that this Conditional Use Permit may be reviewed one (1) year from the date of this approval, and at least every three (3) years thereafter in order to determine if the business is operating in compliance.
 41. In addition, this Conditional Use Permit may be called for review before the City staff, the City Council, or Planning Commission at any time, if noise or other types complaints are filed and verified as valid by the Code Enforcement office or other City department concerning the violation of

approved conditions, the Garden Grove Municipal Code, or any other applicable provisions of law.

42. It shall be the Applicant's responsibility to verify that any building or site improvements do not cross over, encroach into, or cause issue with any recorded easements on the subject property or the adjacent properties.
43. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the use authorized by this approval of Conditional Use Permit No. CUP-127-2018 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one (1) year of the expiration of the appeal period and thereafter diligently advanced until completion of the project.

CITY OF GARDEN GROVE
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING STAFF REPORT/MEMORANDUM

AGENDA ITEM NO.: C.3	SITE LOCATION: Northwest corner of Beach Boulevard and Garden Grove Boulevard at 7901 Garden Grove Boulevard
HEARING DATE: April 19, 2018	GENERAL PLAN: Light Commercial
CASE NO.: Site Plan No. SP-051-2018, Variance No. V-019-2018, Tentative Parcel Map No. PM-2017-187	ZONE: C-2 (Community Commercial)
APPLICANT: Frontier Real Estate Investments, LLC	CEQA DETERMINATION: Mitigated Negative Declaration (SCH#2017101007)
PROPERTY OWNER: Shapell Social Rental Properties, LLC	APN: 131-681-02

REQUEST:

Consideration of a Site Plan, Variance, and Tentative Parcel Map approval for a joint project, "The Village Center", with the City of Stanton, to approve the commercial portion of a mixed-use project at the northwest corner of Garden Grove Boulevard and Beach Boulevard. The overall site for the commercial center is 10.18 acres, with 4.1 acres located in the City of Garden Grove, and 6.08 acres within the City of Stanton. On the Garden Grove acreage, the request includes a Site Plan to revitalize existing buildings and construct two pad buildings, a Variance to reduce a portion of the landscape setback along Beach Boulevard from 15'-0" to 11'-0", and a Tentative Parcel Map to divide the Garden Grove portion of the site into four (4) parcels and a sliver of a 5th parcel. A Mitigated Negative Declaration (MND) has also been prepared for the Project. The City of Stanton, as Lead Agency, managed the development of the MND, and the City of Garden Grove staff has reviewed the document. The City of Garden Grove acting as Responsible Agency would need to concur with the findings and actions of the Lead Agency as part of the development proposal.

BACKGROUND/DISCUSSION:

The City of Garden Grove is working with the City of Stanton to approve a commercial shopping center, the Village Center, at the northwest corner of Beach Boulevard and Garden Grove Boulevard. The site is currently developed with the blighted, mostly vacant buildings of a commercial shopping center (Garden Grove building permit

records were found beginning in 1980). The previous shopping center included a total of 21.87 acres.

The proposed development will divide the site into a horizontal mixed-use project with residences on the northern portion and a commercial center to the south. The residential development will be constructed by Brookfield Homes Southern California, LLC, on the northernmost 11.69 acres, fully within the City of Stanton. To the south of the residential development, the commercial center will be redeveloped by Frontier Real Estate Investments, LLC, on a total of 10.18 acres that is within the cities of Stanton and Garden Grove.

The commercial site of 10.18 acres is divided by city boundaries with 4.1 acres located in the City of Garden Grove and 6.08 acres located in the City of Stanton. The Garden Grove 4.1 acres are on the southernmost portion with frontage along Garden Grove Boulevard and Beach Boulevard. The total commercial area retained/redeveloped in both cities is approximately 90,873 square feet of commercial floor area, with 38,200 square feet (42% of total area) in the City of Garden Grove and 52,673 square feet (58% of total area) in the City of Stanton. Previous uses on the Garden Grove site included a Mimi's restaurant and Kim's Piano. The zoning on the Garden Grove site is C-2 (Community Commercial) with a General Plan Land Use Designation of Light Commercial.

The applicant is requesting from the City of Garden Grove, approval of Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187 for the portion of the development within Garden Grove. The Site Plan includes the renovation of facades and interior modifications for the existing in-line buildings and the construction of two pad buildings. The Variance is a request to reduce a portion of the landscape setback along Beach Boulevard from the required 15'-0" to 11'-0". The majority of the commercial frontage and landscape setbacks along Beach Boulevard are within the City of Stanton and are designed to meet the Stanton Municipal Code requirements of a 10'-0" setback. The reduction in the width of the landscape setback will also allow for 4'-0" parkway landscaping to be implemented in association with the Livable Beach Boulevard Mobility Plan. The request for a Tentative Parcel Map is to divide the Garden Grove site into four (4) parcels and a sliver of a 5th parcel, the majority of which is within the City of Stanton's boundaries.

The City of Garden Grove is required, as a responsible agency, to independently consider the Mitigated Negative Declaration, and based upon that consideration, determine whether the Project will have a significant impact on the environment. The City of Stanton, as the lead agency, released the Mitigated Negative Declaration (MND) for public comment on October 3, 2017, with the period concluding on November 6, 2017. Eight comment letters were received during the public review periods. Written responses to the comment letters have been compiled in the final MND. The City of Stanton has prepared a program for reporting on or monitoring the changes which it has required in the project or made a condition of approval to mitigate or avoid significant environmental impacts (the "Mitigation Monitoring and

Reporting Program"). One of the mitigation measures identified in the environmental document would require the intersection at Beach Boulevard and Garden Grove Boulevard to be modified to enable a right-turn overlap for a right turn from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. City staff have reviewed the MND and are in agreement with the mitigation measures and conditions of approval that have been added to minimize any potential environmental impacts.

The Planning Commission of the City of Stanton held a Special Meeting on March 28, 2018 to consider the proposed development of the commercial center. The Stanton Planning Commission unanimously approved the following:

- Adoption of a Mitigated Negative Declaration with a Mitigation Monitoring and Reporting Program
- A Planned Development Permit, PDP17-01
- A Precise Plan of Development, PPD-789
- A Tentative Parcel Map, Tm17-03
- A Conditional Use Permit, C17-07 (drive-through facility Pad E)
- A Conditional Use Permit, C17-08 (drive-through facility Pad D).

The Stanton Planning Commission also recommended that the Planning Commission of the City of Garden Grove approve the development proposal for the Garden Grove portion of the development.

The proposed development will be a positive improvement to a major site at the intersection of two primary arterials in the cities of Stanton and Garden Grove. The City of Garden Grove will benefit from the construction of two new pad buildings, the renovation of the existing inline buildings, and site improvements on the 4.1 acres within its city boundaries. Garden Grove will benefit further from the development of the larger commercial center with its mix of drive-through pad buildings along Beach Boulevard, the influx of new commercial tenants in the inline buildings, and the new food plaza that is accessible to the residents coming from the residential units that will be constructed in Phase 2. The Variance requests allows for a consistent landscape setback along Beach Boulevard and the addition of parkway landscaping. The Tentative Parcel Map meets the Municipal Code requirements for lot size and street frontage. The conditions of approval will minimize any impacts to the City of Garden Grove. Therefore, staff recommends that the Planning Commission concur with the City of Stanton's environmental findings that the project will not have a significant impact on the environment, and adopt the Mitigation Monitoring and Reporting Program, and approve the Site Plan, Variance, and Tentative Parcel Map.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

- Adopt the findings set forth in Resolution No. 5920-18 which includes the Mitigation Monitoring and Reporting Program; and,
- Approve Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187, subject to the recommended conditions of approval.



Lee Marino
Planning Services Manager

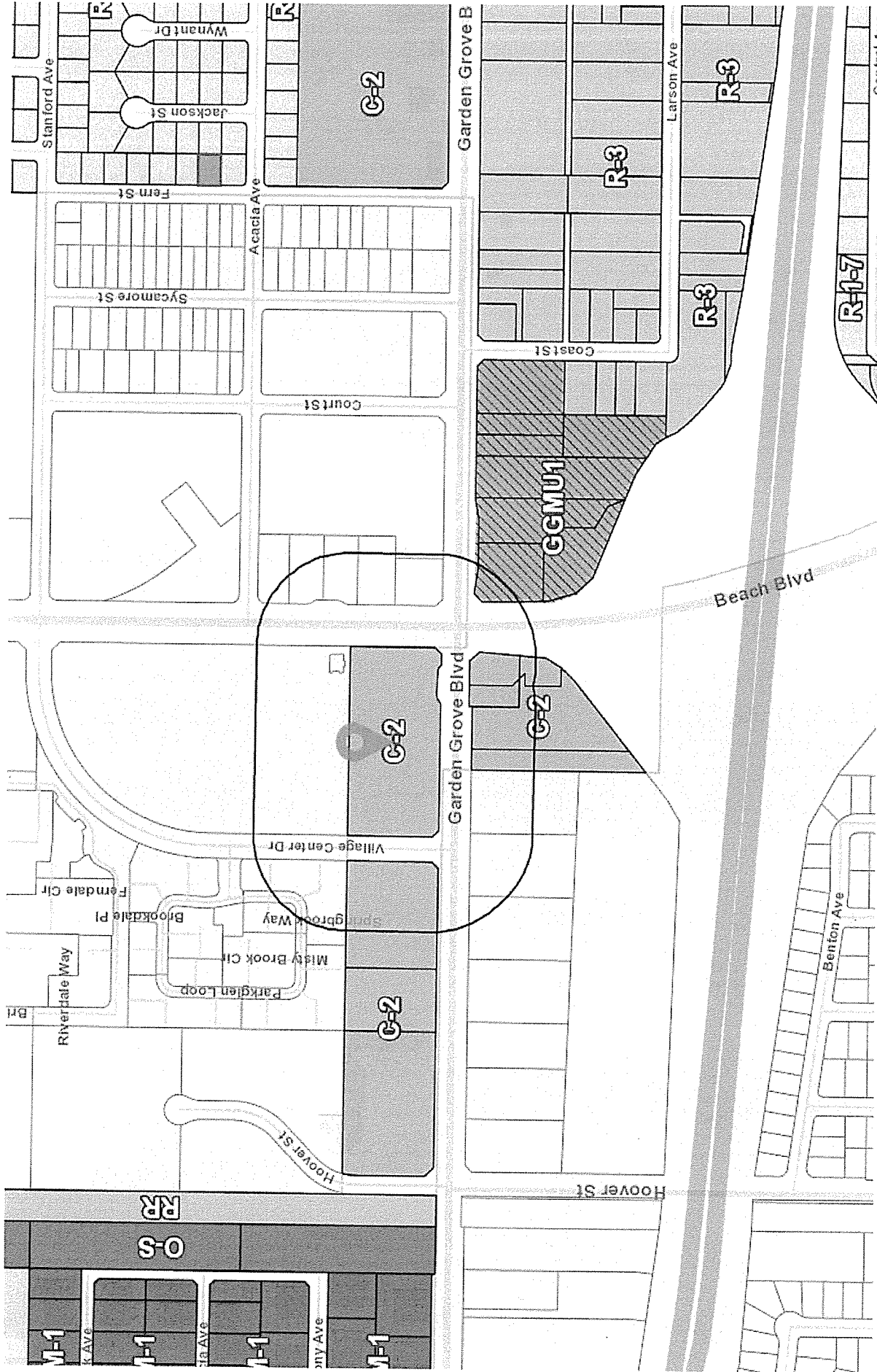


Erin Webb
Senior Planner

Attachments:

1. Planning Commission Resolution of Approval No. 5920-18
2. SP-051-2018 Conditions of Approval
3. City of Stanton Staff Report, dated March 28, 2018
4. Mitigated Negative Declaration
5. Mitigation Monitoring and Reporting Program
6. Village Center Initial Study

SP-051-2018, V-019-2018, PM-2017-187



7901-7955 Garden Grove Boulevard, Garden Grove CA
(Commercial Shopping Center includes 12775-12975 Beach Boulevard, Stanton CA)

EXHIBIT "A"

Site Plan No. SP-051-2018
Variance No. V-019-2018
Tentative Parcel Map No. PM-2017-187

7901-7955 Garden Grove Blvd.

CONDITIONS OF APPROVAL

General Conditions

1. The owner of both properties shall execute, and the applicant shall record against the property, a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. Proof of such recordation is required prior to issuance of building permits. All Conditions of Approval set forth herein shall be binding on and enforceable against each of the following, and whenever used herein, the term "applicant" shall mean and refer to each of the following: Frontier Real Estate Investments, the project applicant, the developer of the project, the owner(s) and tenants(s) of the property, and each of their respective successors and assigns. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes to the Conditions of Approval require approval by the Planning Commission.
2. The rights granted the applicant pursuant to Variance No. V-019-2018 shall continue in effect for only so long as the improvements authorized and contemplated by Site Plan No. SP-051-2018, Parcel Map No. PM-2017-187, and these Conditions of Approval (as they may be amended from time to time) continue to exist on the Site. In the event the improvements authorized and contemplated by Site Plan No. SP-051-2018 and Parcel Map No. PM-2017-187 are not constructed within one year of approval (or the length of any extension approved by the City) or are demolished and not re-established within one year of demolition, Variance No. V-019-2018 shall cease to be effective or grant the applicant any rights to construct other improvements inconsistent with the then-currently applicable development standards. Approval of this Site Plan, Parcel Map, and Variance shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations; and wherein not otherwise specified, all requirements of the City of Garden Grove Municipal Code shall apply.
3. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community & Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community & Economic Development Director

- not to be minor in nature shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
4. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.
 5. The approved site plan, floor plan, and building design, including colors and materials, are an integral part of the decision approving this Site Plan. There shall be no change to these approved plans without the approval of the Community & Economic Development Department. Minor modifications to the Site Plan and/or these Conditions of Approval may be approved by the Community & Economic Development Director, at his or her discretion. Proposed modifications to the project and/or these Conditions of Approval determined by the Community & Economic Development Director not to be minor in nature, shall be subject to approval of new and/or amended land use entitlements by the applicable City hearing body.
 6. The developer of the site shall submit detailed plans showing the proposed location of utilities and mechanical equipment to the Community & Economic Development Department for review and approval prior to Building Division Plan Check. The project shall also be subject to the following:
 - a. Utility equipment above ground (e.g., electrical, gas, telephone, cable TV) shall not be located in the street setbacks or within the common areas and/or shall be screened to the satisfaction of the Community & Economic Development Department.
 - b. No roof-mounted mechanical equipment shall be permitted, unless a method of screening complementary to the architecture of the building is approved by the Community & Economic Development Department prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
 - c. All ground or wall-mounted mechanical equipment shall be screened from view from any place on or off the site.
 - d. No exterior piping, plumbing, roof top access ladders, or mechanical ductwork shall be permitted on any exterior façade and/or visible from any public right-of-way or adjoining property. Tenant Major 1 may replace an existing ladder on the rear elevation.
 7. All loading and unloading of vehicles shall occur on-site.

Community and Economic Development Department

8. All mitigation measures shall be completed in accordance with the approved Mitigation Monitoring and Reporting Program.
9. No outside display of merchandise shall be permitted at any time except for a Special Event, which has received approval of a Special Event permit from the City of Garden Grove.
10. A prominent, permanent sign, stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES," shall be posted in a place that is clearly visible to patrons of the licensee. The sign lettering shall be four (4) to six (6) inches high with black letters on a white background. The sign shall be displayed near or at the entrances, and shall also be visible to the public.
11. There shall be no gaming tables or gaming machines as outlined in City Code Sections 8.20.010 and 8.20.050 on the property at any time.
12. There shall be no uses or activities permitted on the property of an adult-oriented nature as outlined in City Code Section 9.04.060.
13. Within the commercial tenant spaces, the interior walls and/or partitions in Alcoholic Beverage Control (ABC) licensed establishments shall not exceed 48 inches in height and shall not be enclosed (from floor to ceiling) at any time, excluding areas not open to the public (such as kitchen walls).
14. There shall be no deliveries to or from the premises between the hours of 10:00 p.m. and 7:00 a.m., seven days a week except for Pad A and Pad B buildings. Pad A and Pad B buildings are located along Beach Boulevard and are not within the vicinity of neighboring residential development, and may, therefore, receive deliveries at any time. In the event that noise and/or other disturbances become a problem, the property owner/business owner shall implement measures to remove these issues such as turning off truck warning alerts (i.e. back-up beeper), turning off the tractor to eliminate idling noises, etc. For all deliveries, truck idling shall be prohibited unless required during the delivery process.
15. Noise generated by the uses on-site shall be subject to the noise ordinance as adopted by the City of Garden Grove.
16. The applicant is advised that the establishment is subject to the provisions of State Labor Code Section 6404.5 (ref: State Law AB 13), which prohibits smoking inside the establishment as of January 1, 1995.
17. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community & Economic Development

- Department, Planning Division. No advertising material shall be placed thereon.
18. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Section 8.47.010 referred to as the County Noise Ordinance as adopted:
 - a. Monday through Sunday – not before 7 a.m. and not after 8 p.m. (of the same day)
 - b. Sunday and Federal Holidays may work the same hours, but subject to noise restrictions as stipulated in Section 8.47.010 of the Municipal Code.
 19. All utilities shall be underground except as typically required by utility providers. Utility meters and backflow devices that must be placed above ground per the utility company shall be screened with a decorative metal screening panel and landscaping to the satisfaction of the Community & Economic Development Department, Planning Division.
 20. Construction activities shall adhere to SCAQMD Rule 403 (Fugitive Dust), which includes dust minimization measures, using electricity from power poles rather than diesel or gasoline powered generators, and using methanol, natural gas, propane or butane vehicles instead of gasoline or diesel-powered equipment, where feasible, using solar or low-emission water heaters, and using low-sodium parking lot lights, to ensure compliance with Title 24.
 21. The applicant shall submit a lighting plan for review and approval by the Planning Division prior to issuance of any building permit, showing that the parking areas are lit to meet the following requirements: 1. During the hours of darkness the establishment is open, lighting of the parking area shall be a minimum of two footcandles of light on the parking surface; 2. During all hours of darkness, a minimum of one footcandle of light shall be provided; and 3. Lighting in the common and parking areas shall be directed, positioned or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences.
 22. Enhanced concrete treatment shall be provided at a 20'-0" depth on all vehicular access ways of the site, subject to approval by the Community & Economic Development Department. The enhanced concrete treatment can include decorative stamped concrete, interlocking pavers or other enhanced treatment, excluding scored and/or colored concrete. Color, pattern, material, and final design and configuration shall be approved by the Community & Economic Development Department, Planning Division, and shall be shown on the final site plan, grading plan, and landscape plans.

23. Litter shall be removed daily from the project site including adjacent public sidewalks and all parking areas under the control of the property owner. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
24. Best Management Practices shall be incorporated into the management of the site to deter and/or abate graffiti vandalism throughout the life of the project, which may include but are not limited to, timely removal of all graffiti, the use of graffiti, resistant coatings and surfaces, the installation of vegetation screening of frequent graffiti sites, and the installation of signage, lighting, and/or security cameras if necessary.
25. The owner/developer shall provide adequate trash enclosures with receptacles to accommodate the uses on the site along with adequate pick-ups during the week. All trash enclosures shall match the color and material of the buildings or block wall on the site. The trash bins shall be kept inside the trash enclosure, and the gates shall remain closed at all times except during disposal and pick-up. The trash shall be picked up as needed to accommodate the use; the applicant shall increase the number of pick-ups as required.
26. Prior to the start of construction, temporary security fencing shall be erected if necessary. The fencing shall be a minimum of six (6) feet in height with locking, gated access, and shall remain through the duration of construction.
27. Prior to the issuance of permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the name and address of the development, and the developers' name, address, and a 24-hour emergency telephone number.
28. The approved site plan and floor plan are an integral part of the decision approving this development. Any additional changes in the design of the site plan or floor plan shall require the approval of the Community & Economic Development Department. Any change in the approved floor plan that has the effect of expanding or intensifying the approved use, shall require a new Site Plan.
29. All exterior lighting shall be reviewed and approved by the Community & Economic Development Department. The applicant shall be responsible for providing adequate lighting for the parking areas and walkways in compliance with City regulations.
30. All signs within the City of Garden Grove shall require a separate permit and shall be installed in accordance with the provisions of Chapter 20, Title 9, City of Garden Grove Municipal Code, and an approved sign plan. The Community & Economic Development Department shall approve all signs

- prior to installation. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort.
31. The owner/developer shall submit a sign program for the shopping center for review and approval by the Community & Economic Development Department prior to installation of any sign that includes the following:
 - a. There shall be no exterior tenant signs on the second floor of the commercial businesses.
 - b. The owner/developer shall provide effective directional signs for the entry onto the site and for the location of parking.
 - c. The owner/developer shall limit the areas in which advertisements and other signs shall be displayed on storefront windows. These advertisements and signs shall be allowed in specific areas in an organized fashion.
 - d. The building address shall be a minimum of 12 inches in height and in a contrasting color to the building.
 32. All on-site curbs, not associated with a parking space shall be painted red.
 33. All drive aisles on the site are considered to be fire lanes and shall remain clear and free of any materials, and/or vehicles.
 34. The speaker volume for the drive-through uses shall be set at a level as to not be a nuisance to the surrounding uses. The maximum volume of the speakers shall be 65 dBA at the property line. If substantiated complaints are received, the Community & Economic Development Director may require the speaker volume be modified.
 35. If the stacking of vehicles in the drive-through lane exceeds the length of the drive-through, the operator of the business shall provide traffic control measures to ensure safe circulation on the site and on adjacent public rights-of-way, to the satisfaction of the Community & Economic Development Director.
 36. The drive-through facilities at Pad A and Pad B buildings may operate 24-hours daily.
 37. Property owners, tenants, employees, and business operators shall not store vehicles anywhere on the site.
 38. There shall be no business activities, or storage permitted outside of the building. All business related equipment and material shall be kept inside the building except for loading and unloading purposes. Business activities may

extend outside of the building if approved as part of a Special Event permit issued by the City of Garden Grove.

39. The developer/owner shall prepare Covenants, Conditions, and Restrictions (CCRs) for the joint property management of the parcels associated with the commercial development and submit them for review and approval by the City Attorney's office and Community & Economic Development Department. All requirements and conditions of the CCRs that govern the properties located within the City of Garden Grove shall be consistent with the development requirements of Title 9 of the City of Garden Grove's Municipal Code.
- a. CCRs shall require the maintenance of all easements and reciprocal access agreements for access and parking.
 - b. CCRs shall identify the maintenance responsibilities of the tenants and the property management.

 - c. CCRs shall clearly state that all parking within the shopping center is shared parking, and no assignment of parking spaces to individual uses shall be permitted. In no event shall the foregoing prohibit time restricted parking.
 - d. CCRs shall allow for each tenant space, within the building footprints as shown on the approved site plan and per height restrictions, to accommodate any use that is permitted within the municipal code, provided such use is not in conflict with an exclusive/restricted use or noxious/prohibited use in the CCRs or in any leases in the Shopping Center, and subject to the parking standards applicable at the time of the proposed new use. Uses listed as exclusive/restricted or noxious/prohibited shall only be allowed with approval from all other owners in the Shopping Center.
 - e. CCRs shall require all landscaping within the shopping center and each individual lot be maintained in a consistent design and planting palette, with minimal variation as approved by the Community & Economic Development Department, Planning Division.
 - f. CCRs shall identify how the signage is maintained, including which tenant spaces are permitted monument/pylon signage rights, maintenance of signage, process of removal of signage upon closure of business for all signage.
 - g. CCRs shall identify the responsible parties for the maintenance of the WQMP.
 - h. Prior to the sale of individual properties, a form of management for the properties shall be established for the shopping center to administer

maintenance of all common areas including but not limited to landscape, parking, loading, trash. Only upon approval of the property management, shall a property owner or occupant become self-maintaining of its parcel, subject to managements right to correct any deficiencies.

- i. The CCRs shall create a means for an individual property owner or owners to petition all the property owners for a proposal that would require modifications to the CCRs.
- j. The CCRs shall contain language regarding the Business Owner's Association responsibilities under National Pollutant Discharge Elimination System (NPDES) regulations.
- k. The conditions of approval for Site Plan SP-051-2018, Variance No. V-019-2017, and Tentative Parcel Map No. PM-2017-187 shall be incorporated into the CCRs, and provisions corresponding to any applicable Conditions of Approval shall be included in the CCRs.
- l. The following provisions shall be included within the CCRs (in substantially the same form as below or as otherwise approved by the City Attorney):
 - i. Compliance with Stormwater Quality Regulations. The Business Owner's Association shall implement, and fund implementation of, the Operation and Maintenance ("O&M") Plan for the Property, which was approved by the City as part of the Water Quality Management Plan ("WQMP") required for development of the Property, and shall operate and maintain the Best management Practices ("BMPs") described in the O&M Plan for the Property which includes:
 - a. Description of all post-construction BMPs (non-structural and structural),
 - b. Description of the Property owner's(s') responsibilities and required training of persons performing BMP implementation, operation and maintenance,
 - c. Implementation frequency and operating schedule,
 - d. Inspection/maintenance frequency and schedule,
 - e. Specific maintenance activities,
 - f. Required permits from resource agencies, if any,
 - g. Forms to be used in documenting implementation, operation and maintenance activities,
 - h. Recordkeeping requirements.

A copy of the approved O&M Plan is described in the current WQMP for the Project, as it may be amended from time to time according to its terms, which is on file with the City of Garden Grove, Community and Economic Development Department, and is incorporated herein by this reference. The Committee shall

maintain a copy of the current WQMP at a location on the Property.

The Property shall be, and the Business Owner's Association shall ensure that the Property is, used and maintained in full compliance with the provisions of the O&M Plan and Chapter 6.40 (Stormwater Quality) of the Garden Grove Municipal Code, as it may be amended. The City shall have the right to inspect the Property for the purpose of verifying compliance with this provision. The City of Garden Grove shall be an intended third-party beneficiary to this provision. The City shall have the right and authority, but not the obligation, to enforce this provision by any legal or equitable means, or by any method available to the property owners as provided elsewhere in the Declaration, against the Declarant, Business Owner's Association, Owners, their successors and assigns, or other persons in possession of the Property. This provision shall not be amended or terminated without the written approval of the City of Garden Grove Community & Economic Development Department.

- ii. Enforcement: The City is hereby made a party to these Declarations solely for purposes of enforcing its provisions and the Conditions of Approval of Site Plan No. SP-051-2018, Variance No. V-019-2018 and Tentative Parcel Map No. PM-2017-187. The City, its agents, departments and employees shall have the unrestricted right and authority, but not the obligation, to enforce the provisions of these Declarations and the Conditions of Approval of Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187. In the enforcement of this Declaration, the City shall not be limited to the procedures of processes described in this Declaration and may use any remedy provided under law or equity, including the City's Municipal Code. The City, its agents, departments and employees may further refuse to issue any building, electrical or plumbing permit that may be in violation of these Declarations or Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187 approvals. However, the City shall not be liable for failing or refusing to enforce the provisions of these Declarations or the Conditions of Approval of Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187. The alternative dispute resolution provisions set forth in Section/Article [SECTION] of this Declaration
- iii. Assessments: The City may levy special assessments against the properties in connection with its actions to enforce the conditions of this Declaration or Site Plan No. SP-051-2018, Variance No.

V-019-2018, and Tentative Parcel Map No. PM-2017-187 approvals, or to abate the violation thereof. The City shall have the same power as the Association to levy special assessments pursuant to the provisions of [SECTION] of this Declaration in the event that it incurs expenses in the enforcement of the conditions of this Declaration or Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. Pm-2017-187 approvals. Notice of intention to make such assessment shall be mailed by the City to the Owner of each affected [LOT/UNIT] affording the Owner thirty (30) days' notice to satisfy or reimburse the City's expenditure. In the event of the failure of any Owner of any affected [LOT/UNIT] to reimburse the City within thirty (30) days, notice of such assessment shall be mailed by the City to said Owner, and said assessment shall thereafter be due as a separate debt to the City within thirty (30) days following the mailing of such notice. Any such delinquent assessment may be and may become a lien upon the interest of the defaulting Owner in the Lot upon the execution by the City and the recording in the Orange County Recorder's office of a notice of delinquent assessment under the same conditions that the Association could record the same pursuant to the provisions of [SECTION]. The City may foreclose on such notice of delinquent assessment in the same manner and with the same power as the Association could foreclose on such notice pursuant to the provisions of [SECTION]. It is the intent of Declarant, which intent shall be binding upon all of Declarant's successors in interest in the Properties, that the City shall be deemed an interest holder pursuant to the provisions of these Declarations in order to enforce the rights which have been given to the City generally in these Declarations and specifically pursuant to this Section.

- m. Attorney Fees: The City shall be entitled to recover its attorney's fees incurred in connection with its actions to enforce the conditions of these Declarations or Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187, or to abate the violation thereof.
- n. Public Safety Access: The Police and Fire Department personnel may enter upon any part of the common area for the purpose of enforcing state and local laws.
- o. Modification/Termination: This Declaration shall not be terminated or substantially amended without the prior written approval of the City of Garden Grove Community & Economic Development Department.
- p. CCRs shall be reviewed and approved by the City of Garden Grove and the City of Stanton prior to the issuance of a Certificate of Occupancy

and/or building permit final for any building in the Shopping Center and shall be recorded at the same time the Final Parcel Map is recorded.

40. The owner/developer shall submit a complete "Landscape Plan" with irrigation systems included for review and approval by the Community & Economic Development Department prior to the issuance of a building permit. Drought tolerant plantings are encouraged. The landscape plan shall include type (both common and botanical names), size, location and quantity of all plant material in addition to irrigation plans, staking and planting specifications. The "Landscape Plan" is also subject to the following:
 - a. A complete, permanent, automatic remote control irrigation system shall be provided for all common area landscaping shown on the plan including parkway plantings. The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation. Drip irrigation shall be an allowed method of watering. All trees shall have a deep water irrigation detail.
 - b. Where possible given the existing conditions such as width of the sidewalk and bus stops, street trees along Garden Grove Boulevard shall be provided along the street frontage at a distance of no more than 30'-0" feet on center. The street trees shall be planted in tree wells that are 4'-0" wide by 8'-0" in length. Trees shall be canopy with shrubs and/or groundcover in the tree well. The type of street tree shall be approved by the Community & Economic Development Department and Public Works staff.
 - c. An enhanced landscaping treatment shall be provided at the corner of Garden Grove Boulevard and Beach Boulevard.
 - d. The owner/developer shall be responsible for installation and permanent maintenance of all landscaping on the property. All planting areas are to be kept free of weeds and debris.
 - e. All landscaping and irrigation shall be permanently maintained. The permanent maintenance includes the regular replacement of plants when they become old and leggy and the regular addition of plants as they become sparse. Landscape areas shall be maintained to be fully landscaped, adequately watered, and not overly pruned.
41. The owner/developer shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187 and agreement with all conditions of approval.
42. The applicant shall, as a condition of Project approval, at its sole expense, defend, indemnify and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its

officers, agents, employees and/or consultants, which action seeks to set aside, void, annul or otherwise challenge any approval by the City Council, Planning Commission, or other City decision-making body, or City staff action concerning Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187 (collectively, the "Project entitlements") and/or the adopted Mitigated Negative Declaration and the associated Mitigation Monitoring and Reporting Program for the Project. The applicant shall pay the City's defense costs, including attorney fees and all other litigation related expenses, and shall reimburse the City for court costs, which the City may be required to pay as a result of such defense. The applicant shall further pay any adverse financial award, which may issue against the City, including, but not limited to, any award of attorney fees to a party challenging such project approval. The City shall retain the right to select its counsel of choice in any action referred to herein.

43. Unless a time extension is granted pursuant to Section 9.32.160 of Title 9 of the Municipal Code, the project authorized by this approval of Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187 shall become null and void if the subject use or construction necessary and incidental thereto is not commenced within one year of the expiration of the appeal and thereafter, diligently advanced until completion of the project.

Public Works Engineering Division

44. The applicant shall be subject to Traffic Mitigation Fees, Drainage Facilities Fees, Water Assessment Fees, and other applicable mitigation fees identified in Chapter 9.44 of the Garden Grove Municipal Code, along with all other applicable fees duly adopted by the City. The amount of said fees shall be calculated based on the City's current fee schedule at the time of permit issuance.
45. All vehicular access drives to the site shall be provided in locations approved by the City of Garden Grove's City Traffic Engineer.
46. All parking spaces that abut to sidewalks that are not elevated with a curb face to the stall, if any shall have wheel stops.
47. Prior to issuance of a grading permit, the applicant shall design overhead onsite parking lot lighting within the development in a manner meeting the approval of the City Engineer. Location of lighting poles shall be shown on the precise grading plans.
48. A geotechnical study prepared by a registered geotechnical engineer is required. The report shall analyze the liquefaction potential of the site and make recommendations. The report shall analyze sub-surface issues related to the past uses of the site, including sub-surface tanks and basement and

septic facilities. Any soil or groundwater contamination, if applicable, shall be remediated prior to the issuance of a building permit in a manner meeting the approval of the City Engineer in concert with the Orange County Health Department. The report shall make recommendations for pavement design the interior streets and parking spaces. The report shall also test and analyze soil conditions for LID (Low Impact Development) principles and implementations, including potential infiltration alternatives, soil compaction and saturation, permeability, and groundwater levels.

49. A separate street permit is required for work performed within the public right-of-way from Caltrans for State Route 39 and City of Garden Grove for Garden Grove Boulevard and Village Center Drive.
50. Grading/Street improvement plans prepared by a registered Civil Engineer are required. The grading plan shall be based on a current survey of the site, including a boundary survey, topography on adjacent properties up to 30'-0" outside the boundary, and designed to preclude cross-lot drainage. Minimum grades for concrete and asphalt flow lines shall be 0.50% for concrete flow lines and 1.25% for asphalt, as approved by the City Engineer. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Street improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
51. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
52. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the latest requirements of the Department of Justice standards and California Building Code, at the time of permit issuance.
53. The grading/horizontal control plan shall provide an approximately 80'-0" or four vehicles lengths between the service window and order board and additional 80'-0" or four vehicle lengths of queuing distance, behind the order board in conformance with the queuing requirements of City of Garden Grove Standard Plan B-312.
54. Prior to the issuance of the street improvements and grading permit, provide subdivision completion bonds for all work constructed under the street improvements and grading permit in a manner satisfactory to the City Engineer, City Attorney, and City Finance Department (Risk Management). Alternate forms of security may be considered, solely in the discretion of the City Engineer and with the concurrence of the City Attorney and City Finance Department (Risk Management)
55. Prior to recordation of a final parcel map, the applicant shall submit an updated title report, copies of the reference maps used to prepare legal

description, the plat, and copies of the recorded instruments listed in the title report.

56. TIES TO HORIZONTAL CONTROL:

Prior to recordation of a final parcel map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.

57. DIGITAL MAP SUBMISSION:

Prior to recordation of a parcel map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital graphics file of said map in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. The surveyor/engineer shall submit record information to the City on Auto Cad DWG format.

58. The applicant shall provide the City with documentation on existing reciprocal access agreement on Village Center Drive southerly drive approach. Should no agreement exist, the applicant shall draft an agreement with the City of Stanton and City of Garden Grove and record said agreement in a manner meeting the approval of both cities prior to the issuance of a grading permit.

59. In accordance with the Orange County Storm Water Program manual, the applicant and/or its contractors shall provide dumpsters on-site during construction unless an Encroachment Permit is obtained for placement in street.

60. Prior to the issuance of any grading or building permits or prior to recordation upon subdivision of land if determined applicable by the City Building Official, the applicant shall submit to the City for review and approval a Water Quality Management Plan that:

- a. Addresses Site Design BMPs based upon the geotechnical report recommendations and findings such as infiltration minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas.
- b. Incorporates the applicable Routine Source Control BMPs as defined in the DAMP.

- c. Incorporates structural and Treatment Control BMPs as defined in the DAMP.
 - d. Generally describes the long-term operation and maintenance requirements for the Treatment Control BMPs.
 - e. Identifies the entity that will be responsible for long-term operation and maintenance of the Treatment Control BMPs.
 - f. Describes the mechanism for funding the long-term operation and maintenance of the Treatment Control BMPs.
61. Prior to grading or building permit closeout and/or the issuance of a certificate of use or a certificate of occupancy, the applicant shall:
- a. Demonstrate that all structural best management practices (BMPs) described in the Project WQMP have been constructed and installed in conformance with approved plans and specifications.
 - b. Demonstrate that applicant is prepared to implement all non-structural BMPs described in the Project WQMP.
 - c. Demonstrate that an adequate number of copies of the approved Project WQMP are available on-site.
 - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.
62. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502 and state mandated commercial organic recycling law –AB 1826:
- a. Paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements diverted around the area, screened or walled to prevent off-site transport of trash;
 - b. Provide solid roof or awning to prevent direct precipitation;
 - c. Connection of trash area drains to the municipal storm drain system is prohibited;
 - d. Potential conflicts with fire code and garbage hauling activities should be considered in implementing this source control;
 - e. See CASQA Storm Water Handbook Section 3.2.9 and BMP Fact Sheet SD-32 for additional information;

- f. The trash shall be located to allow pick-up and maneuvering, including turnarounds, in the area of enclosures;
 - g. Pursuant to state mandated commercial organic recycling law-AB 1826, the applicant is required to coordinate storage and removal of the organics waste with local recycling/trash company.
63. The applicant and his contractor shall be responsible for protecting all existing horizontal and vertical survey controls, monuments, ties (centerline and corner) and benchmarks located within the limits of the project. If any of the above require removal; relocation or resetting, the Contractor shall, prior to any construction work, and under the supervision of a California licensed Land Surveyor, establish sufficient temporary ties and benchmarks to enable the points to be reset after completion of construction. Any ties, monuments and bench marks disturbed during construction shall be reset per Orange County Surveyor Standards after construction. Applicant and his contractor shall also re-set the tie monuments where curb or curb ramps are removed and replaced or new ramps are installed. The Applicant and his contractor shall be liable for, at his expense, any resurvey required due to his negligence in protecting existing ties, monuments, benchmarks or any such horizontal and vertical controls.
64. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more of land, the applicant shall demonstrate that coverage has been obtained under 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. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site during construction and be available for City review on request.
65. Any new or required block walls and/or retaining walls shall be shown on the grading plans. Cross sections shall show vertical and horizontal relations of improvements and property line. Block walls shall be designed in accordance to City standards or designed by a professional registered engineer. In addition, the following shall apply:
- a. The color and material of all proposed block walls, columns, and wrought iron fencing shall be approved by the Planning Services Division Prior to installation.
66. The applicant shall identify a temporary parking site(s) for construction crew and construction trailers office staff prior to issuance of a grading permit. No construction parking is allowed on local streets.

Conditions of Approval

67. Prior to issuance of a grading permit, the applicant shall submit and obtain approval of a worksite traffic control plan, satisfactory to the City Traffic Engineer.
68. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.
69. Any required lane closures should occur outside of peak travel periods.
70. Construction vehicles should be parked off traveled roadways in a designated parking.
71. Prior to issuance of a grading permit, the applicant shall provide a hydrological analysis with scaled map and calculations and hydraulic calculations to size storm drains per the Orange County RDMD standards. Parkway culverts shall be designed per Orange County standard plan 1309, Type B. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
72. As reflected in the recorded WQMP, the City of Stanton shall be responsible for the long term inspection, including annual maintenance reporting, of BMPs associated with the Village Center Project, in both cities.
73. All landscape, sidewalk and lighting improvements installed within the public rights-of-way shall be maintained by the applicant in a manner meeting the approval of the Caltrans and City of Garden Grove. Prior to issuance of a building permit, the applicant shall design and construct street frontage improvements as identified below:

Beach Boulevard

- a. The applicant shall remove existing southerly substandard driveway approach on Beach Boulevard and construct new driveway approach in accordance with Caltrans latest standard plan with any deviation from the standard requiring approval by the Caltrans and detailed on the street improvement plan showing all modifications.
- b. New single or dual wheelchair ramps and landings shall be constructed per latest Caltrans Standard Plan A88A, or other Caltrans approved standard, at the southerly drive approach on Beach Boulevard.
- c. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Beach Boulevard with Planning Division, Caltrans and Garden Grove's Water Division.

- d. Any proposed new landscaping in public right of way along Beach Boulevard shall be consistent with the existing landscaping with City of Stanton master plan approved by Stanton's Planning Division.
- e. Any new designated landscape planter box locations in the sidewalk area along Beach Boulevard shall be landscaped per the direction of Stanton's Planning Department.
- f. Applicant shall apply for an encroachment permit from Caltrans prior to commencement of any type of right of improvement on Beach Boulevard.

Garden Grove Boulevard

- a. The applicant shall remove existing substandard driveway approach on Garden Grove Boulevard and construct new driveway approach in accordance with City of Garden Grove Standard Plan B-120. Standard Plan B-120 calls for a minimum width of 30'-0" for commercial and multi-residential projects, with any deviation from the standard to be approved by the City Traffic Engineer and detailed on the plan showing all modifications.
- b. Two new wheelchair ramps and landings shall be constructed per latest Caltrans Standard Plan A88A at the new drive approach on Garden Grove Boulevard, unless otherwise satisfied by condition "a" above.
- c. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk area on Garden Grove Boulevard with City of Garden Grove's Planning Division and Water Division.
- d. Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.
- e. Remove existing wheelchair ramp at the corner of Garden Grove Boulevard and Beach Boulevard and construct new wheelchair ramp per Caltrans Standard plan A88A, Case A, Detail B (Typical One-Ramp Corner Installation).
- f. Any new designated landscape planter box locations in the sidewalk area along Garden Grove Boulevard shall be landscaped per the direction of The City of Garden Grove's Community & Economic Development and Public Works Departments.
- g. Applicant shall apply for an encroachment permit from City of Garden Grove prior to commencement of any type of right of improvement on Garden Grove Boulevard.

Village Center Drive

- a. The applicant shall remove existing substandard driveway approach on Village Center Drive and construct new driveway approach in accordance with City of Garden Grove Standard Plan B-120. Standard Plan B-120 calls for a minimum width of 30'-0" for commercial and multi residential projects, with any deviation from the standard to be approved by the City Traffic Engineer and detailed on the plan showing all modifications.
- b. Two new wheelchair ramps and landings shall be constructed per latest Caltrans Standard Plan A88A at the drive approach on Village Center Drive, unless otherwise satisfied by condition "a" above.
- c. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in the public right-of-way on Village Center Drive with the City of Garden Grove's Planning Division and Water Division.
- d. Any proposed new landscaping in public right of way shall be approved by Planning Division and maintained by the owner.
- e. Remove existing wheelchair ramp at the corner of Garden Grove Boulevard and Village Center Drive and construct new wheelchair ramp per Caltrans Standard plan A88A, Case A, Detail B (Typical One-Ramp Corner Installation), or other standard approved by the City Engineer.
- f. Applicant shall apply for an encroachment permit from City of Garden Grove and City of Stanton prior to commencement of any type of right of improvement on Village Center Drive.

Public Works Water Services Division

74. Existing water meters may be coming off a manifold line and will need to have individual connections to the onsite water main. Also each existing water meter service will need to have a reduced pressure principal device (RPPD)
75. Easements shall be provided for Garden Grove's water mains and meters within the new parcel(s).
76. All Parcels in Garden Grove shall have access to Garden Grove's water main without crossing property lines. The applicant shall provide direct access to the Garden Grove water system for Parcel 2 on the Tentative Parcel map.
77. New water service installations 2" and smaller, shall be installed by the City of Garden Grove at owner's/developer's expense. Installation shall be scheduled upon payment of applicable fees, unless otherwise noted. Fire

- services and larger water services 3" and larger, shall be installed by developer/owner's contractor per City Standards.
78. Water meters shall be located within the City right-of-way or within dedicated waterline easement. Fire services and large water services 3" and larger, shall be installed by contractor with Class A or C-34 license, per City water standards and inspected by approved Public Works inspection.
 79. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Installation shall be per City Standards and shall be tested by a certified backflow device tester immediately after installation. Cross connection inspector shall be notified for inspection after the installation is completed. Owner shall have RPPD device tested once a year thereafter by a certified backflow device tester and the test results to be submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
 80. A composite utility site plan shall be part of the water plan approval. Contact Water Engineering at (714)741-5346 for a drawing number for the Utility plan.
 81. New utilities shall have a minimum 5'-0" horizontal and a minimum 1'-0" vertical clearance from water main and appurtenances.
 82. The separation of sewer main to water main shall be per City Standard B-760 and B-761. Typical minimum clearance from sewer main and water main is 10'-0" feet from outside of pipe to outside of pipe.
 83. Any new or existing water valve that shall be located within new concrete (driveway or sidewalk construction) shall be reconstructed per City Standard B-753.
 84. The City shall determine if existing water meters and services(s) is/are usable and meets current City Standards. Any existing meter and service located within new driveway(s) shall be relocated at owner's expense. If existing water services are coming off a manifold line then they will have to have new individual service connections to the water main.
 85. Existing and new fire services shall have above-ground double-check detector assembly (DCDA) per current City Standard B-773. Device shall be tested immediately after installation and once a year thereafter by a certified backflow device tester and the results to be submitted to Public Works, Water Services Division. Device shall be on private property and is the responsibility of the property owner. The above-ground assembly shall be screened from public view as required by the Planning Division.

86. Location and number of fire hydrants shall be as required by the Fire Department.

Sewer Conditions of Approval

87. Commercial food use of any type shall require the installation of an approved grease control device (GCD) prior to obtaining a business license.
88. For high volume fat, oil and grease (FOG) using Food Service Establishment (FSE): A properly sized grease interceptor shall be installed on the sewer lateral and maintained by the property owner. There shall be a separate sanitary waste line that will connect to the sewer lateral downstream of the grease interceptor. All other waste lines shall be drained through the grease interceptor. Grease interceptor shall be located outside of the building and accessible for routine maintenance. Owner shall maintain comprehensive grease interceptor maintenance records and shall make them available to the City of Garden Grove upon demand.
89. For low volume FOG using FSE a properly sized grease control device (GCD) shall be installed on the waste line or downstream of 3 compartment sink, and maintained by the property owner. Owner shall maintain comprehensive GCD maintenance records and shall make them available to the City of Garden Grove upon demand.
90. Food grinders (garbage disposal devices) are prohibited per Ordinance 6 of the Garden Grove Sanitary District Code of Regulations. Existing units are to be removed.
91. If needed, owner shall install new sewer lateral with clean out at right-of-way line. New laterals within the public right-of-way shall be 6" min. dia., extra strength VCP with wedgelock joints. All onsite sewer mains, laterals and trenches shall conform to the California Plumbing Code.
92. Contractor shall abandon any existing unused sewer lateral(s) at street right-of-way on the property owner's side. The sewer pipe shall be capped with an expansion sewer plug and encased in concrete.

Fire Department

93. The applicant shall comply with the current requirements of the California Fire Code.

Building and Safety Division

94. Project shall comply with the 2016 California Building Standards Code.

95. The plans submitted for Building Permit shall identify all fire-rated construction on the plans (occupancy separation, exterior walls based on fire separation distance and imaginary lot lines, etc.) and shall comply with CBC Chapter 7.
96. The plans submitted for Building Permit shall show detectable warning surfaces per CBC Section 11B-705.
97. Bicycle racks and lockers shall be provided at each of the following: "Pad-A", "Pad-B", "Shops-1" and "Major-1", as shown on the approved plans.
98. Future electric vehicle charging spaces shall be provided per the California Green Code.
99. Designated parking for clean air vehicles shall be provided per the California Green Code.
100. The applicant shall provide for the City's review and approval a commissioning report and plans for buildings with conditioned space of 10,000 square feet and over, per the California Green Code and Building Energy Efficiency Standards, prior to issuance of building permits.
101. The development shall comply with construction waste reduction, disposal and recycling requirements per California Green Code.
102. The development shall be solar ready per the California Building Energy Efficiency Standards.

RESOLUTION NO. 5920-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-051-2018, VARIANCE NO. V-019-2018, AND TENTATIVE PARCEL MAP NO. PM-2017-187, AND AS RESPONSIBLE AGENCY CONCURRING WITH THE APPROVAL OF A MITIGATED NEGATIVE DECLARATION THAT WAS APPROVED BY THE CITY OF STANTON AS LEAD AGENCY FOR A PROPERTY LOCATED AT THE NORTHWEST CORNER OF BEACH AND GARDEN GROVE BOULEVARDS, 7901-7955 GARDEN GROVE BOULEVARD, PARCEL NUMBER 131-681-02.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on April 19, 2018, does hereby approve Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187, for the land located on the northwest corner of Beach Boulevard and Garden Grove Boulevard, 7901-7955 Garden Grove Boulevard (collectively, the "Site").

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-051-2018, Variance No. V-019-2018, and Tentative Parcel Map No. PM-2017-187, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Frontier Real Estate Investments, LLC.
2. The applicant is requesting approval of a Site Plan, Variance, and Tentative Parcel Map for a joint project, "The Village Center", with the City of Stanton, to approve the commercial portion of a mixed-use project at the corner of Garden Grove Boulevard and Beach Boulevard. The overall site for the commercial development is 10.18 acres, with 4.1 acres in the City of Garden Grove (40% of the commercial project site). The remaining 6.08 acres (60% of the commercial project site) are located in the City of Stanton. On the Garden Grove acreage, the request includes a Site Plan to revitalize existing inline buildings and construct two pad buildings, a Variance to reduce a portion of the landscape setback along Beach Boulevard from 15'-0" to 11'-0", and a Tentative Parcel Map to divide the Garden Grove portion into four (4) parcels and a sliver of a 5th parcel.
3. The overall commercial project includes the demolition of four existing commercial pad structures, partial demolition of the inline building block located on the western portion of the property, construction of four new commercial pad buildings along Beach Boulevard, partial reconstruction of the inline building block, and façade modifications to the inline buildings. As proposed, a total of approximately 90,873 square feet of commercial area would be retained/redeveloped for the commercial site, 38,200 square feet (42% of total area) is proposed within the City of Garden Grove, and 52,673 square feet (58% of total area) is proposed within the City of Stanton. The

Tentative Parcel Map shall subdivide the overall project area into nine legal parcels, four of which would be located within Garden Grove.

4. The City of Stanton, served as Lead Agency for the environmental review and approval project for purposes of the California Environmental Quality Act ("CEQA"). On October 3, 2017, as Lead Agency, the City of Stanton distributed a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) regarding the project to responsible and trustee agencies, interested members of the public, and individuals who had previously requested to receive notice of CEQA documents, pursuant to State CEQA Guidelines Section 15072. The thirty-day public review and comment period began on October 3, 2017 and ended on November 6, 2017, pursuant to Public Resources Code Section 21091(b). The City of Stanton also provided copies of the draft MND and Initial Study to the State Clearinghouse for a thirty-day state agency review and comment period beginning on October 4, 2017 and ending on November 2, 2017. Eight comment letters were received during the public and state agency review periods. Written responses to the comment letters received during the public and state agency public review periods were drafted, and compiled in the final MND. In accordance with State CEQA Guidelines section 15073(e), on March 20, 2018, the City of Stanton provided written notice to all public agencies that commented on the proposed MND of the public hearing to be held on the project for which the MND was prepared. Pursuant to Public Resources Code section 21081.6 and State CEQA Guidelines section 15074(d), the City of Stanton prepared a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects (the "Mitigation Monitoring and Reporting Program"). On March 28, 2018, the City of Stanton adopted the MND and Mitigation Monitoring and Reporting Program for the project pursuant to CEQA and approved the project (State Clearinghouse #2017101007). The City of Stanton filed and posted a Notice of Determination regarding its approval of the MND for the project and its approval of the project.

The City of Garden Grove is a Responsible Agency for the Project pursuant to Public Resources Code Section 21069. As a Responsible Agency for the Project, the City of Garden Grove independently reviewed and considered the MND and the Mitigation Monitoring and Reporting Program, both of which are incorporated by reference here. The City of Garden Grove has exercised its independent judgement and analysis and concurs with the City of Stanton's environmental findings that the project will not have a significant effect on the environment as indicated in the MND and the Mitigation Monitoring and Reporting Program. No further environmental review is required. (Public Resources Code § 21166; CEQA Guidelines § 15162). The City of Garden Grove hereby approves and adopts the Mitigation Monitoring and Reporting Program prepared and approved by the City of Stanton as the Lead Agency

for the project. Staff are directed to file a Notice of Determination with the Orange County Clerk's Office within five (5) days of adoption of this Resolution. The record of proceedings on which the City of Garden Grove's decision is based is located at the City of Garden Grove, 11222 Acacia Parkway, Garden Grove, California. The custodian of record of proceedings is the Director of Community and Economic Development.

5. The property has a General Plan Land Use designation of Light Commercial, and is zoned C-2 (Community Commercial). The subject property is currently a blighted, mostly vacant commercial center located within the City of Garden Grove and Stanton, on the northwest corner of Beach Boulevard and Garden Grove Boulevard.
6. Existing land use, zoning, and General Plan designation of property in the vicinity of the subject property have been reviewed.
7. The report submitted by City staff was reviewed.
8. Pursuant to a legal notice, a public hearing was held on April 19, 2018, and all interested persons were given an opportunity to be heard.
9. The Planning Commission gave due and careful consideration to the matter during its meeting of April 19, 2018, and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission, as required under Municipal Code Section 9.32.030 are as follows:

FACTS:

The commercial component of the Project consists of 10.18 acres located on the northwest corner of Beach Boulevard and Garden Grove Boulevard and is divided between the cities of Stanton and Garden Grove. The southernmost 4.1 acres (40% of the commercial project site) of the Project are located within the City of Garden Grove. The development proposal in Garden Grove includes façade and interior modifications to the inline building and the construction of two commercial pad buildings (Pad A and Pad B on site plan), one of which is designed to provide drive-through capability for a financial institution. For the inline building, proposed construction includes façade improvements and a demising wall to separate the major tenant space of approximately 20,000 square feet (Major-1 on site plan), and the block of retail tenant spaces oriented toward Garden Grove Boulevard totaling approximately 10,500 square feet (Shops-1 on site plan).

The entire Project includes the demolition of four existing commercial pad structures, partial demolition of the inline building block located on the western

portion of the property, construction of four new commercial pad buildings along Beach Boulevard, partial reconstruction of the inline building block, and façade modifications to the inline buildings. As proposed, a total of approximately 90,873 square feet of commercial area would be retained/redeveloped for the commercial site, 38,200 square feet (42% of total area) is proposed within the City of Garden Grove, and 52,673 square feet (58% of total area) is proposed within the City of Stanton.

Inclusive of the building modifications, the site would be improved with new landscaping along the perimeter of the site, and throughout the parking lot. The parking lot would be repaved, and decorative paving would be provided at each of the driveway entrances on Beach Boulevard and Garden Grove Boulevard. Improvements to the Beach Boulevard right-of-way are also proposed with the construction of a 4'-0" parkway planter and 6'-0" sidewalk treatment.

In terms of parking, there are a total of 478 parking spaces provided throughout the commercial site. The majority of the parking is concentrated between the proposed inline building block to the west, and the proposed freestanding building pads along Beach Boulevard. Parking would also be provided along the western property line in the rear of the shopping center and along Village Center Drive, along the southern property line along Garden Grove Boulevard, and adjacent to each of the pad buildings.

In regards to landscape setbacks along Beach Boulevard, the Garden Grove landscape setback is required to be a minimum of 15'-0", while the Stanton required setback is a minimum of 10'-0". For Pad A and B in Garden Grove, the landscape buffer proposed varies from 11'-0" to 24'-0" in width. A Variance is requested by the applicant to reduce the required width to construct the proposed development and remain consistent with the landscape setback width on the neighboring properties to the north in Stanton.

As part of the development proposal, the applicant is also requesting approval of a Tentative Parcel Map to subdivide the single commercial parcel into nine parcels. Four parcels are proposed to be located in the City of Garden Grove, and five parcels are proposed in the City of Stanton. A small portion of one of the parcels mainly located within the City of Stanton extends into the City of Garden Grove to provide proper circulation for the drive-through associated with Pad-C.

Each parcel meets the minimum lot size and width requirements as identified in the Garden Grove Municipal Code. The four parcels would separate each Pad building, the Major-1 building, and the Shops-1 building. Each of the proposed parcels in Garden Grove has been designed to meet the parking requirement for each building associated with the lot.

FINDINGS AND REASONS:

SITE PLAN:

1. The Site Plan complies with the spirit and intent of the provisions, conditions, and requirements of the Municipal Code and other applicable ordinances are complied with.

The project is zoned C-2 (Community Commercial) and has a General Plan land use designation of Light Commercial. The project complies with the zoning requirements for the property, provided the Variance request is approved. With the exception of the Variance request to deviate from the required width for a portion of the landscape setback along Beach Boulevard, the proposed project has been designed to meet the requirements of the C-2 zone of Title 9 of the Municipal Code. The placement of structures, the site design, the parking lot layout, the number of on-site parking spaces and the landscape areas are consistent with the spirit and intent of the requirements of the Municipal Code. The project, although proposed to contain multiple parcels, is designed to provide joint access throughout the site for drive aisles and parking, with consolidated drive cuts. The shopping center is designed to have consistent design elements throughout the development, and all landscaping will have a consistent palette. The proposal would redevelop a blighted commercial property, while also meeting the intent of the commercial development standards.

2. The proposed development does not adversely affect essential on-site facilities, such as off-street parking, loading and unloading areas, traffic circulation and points of vehicular and pedestrian access.

The project provides convenience and safety of circulation for pedestrian and vehicles. Vehicle access to the site is provided by three driveways within the City of Garden Grove: one off of Beach Boulevard, one off of Garden Grove Boulevard and one off of Village Center Drive, and three driveways in Stanton, two along the northern portion of the commercial development on Beach Boulevard, and one on Village Center Drive, all of which provide safe and convenient access to the site. Furthermore, the on-site circulation provides the code required parking spaces, drive aisle widths and adequate maneuvering space for convenient access to each space and direct pedestrian access to all streets.

3. The development as proposed does not adversely affect essential public facilities, such as streets and alleys, utilities and drainage channels.

The proposed development will maintain the existing drive cuts, minimizing any impacts to the public facilities. In addition, the development would be improving the public right-of-way on Beach Boulevard with the construction of parkway planters to provide a safer pedestrian environment. A preliminary WQMP has been approved as part of the project to address water retention on-site to not strain the capacity of the catch basins within the adjacent public right-of-ways. During construction, the site would observe appropriate BMPs to ensure the catch basins are covered to avoid construction materials flowing into the storm drain. In addition, bonds would be posted for any work conducted within the public right-of-way to cover any potential damage that may occur during construction.

4. The development, as proposed, will not adversely impact the City's ability to perform its required public works functions.

The project has been reviewed by the Public Works Department and conditions of approval to mitigate any potential impacts have been incorporated in the resolution. Therefore, the project will not adversely impact the City's ability to perform its required public work functions.

5. The development has a reasonable degree of physical, functional and visual compatibility with neighboring uses and desirable neighborhood characteristics.

The proposed project includes the redevelopment of a blighted, mostly vacant commercial shopping center. The scope of work for the project within the City of Garden Grove includes demolition of two existing commercial buildings, façade improvements and interior remodeling of the existing inline commercial buildings, construction of two new commercial pad buildings, installation of new landscaping and reconfiguration of the parking lot area. The development provides sufficient parking on-site, and internal circulation within the shopping center. The architectural design is a contemporary style with wood paneling, stucco, and varying parapet heights to provide articulation throughout the building facades. The use is compatible with the surrounding commercial land uses and would serve the residents in the immediate surrounding neighborhood, and the residential component associated with Phase 2 of the overall project located in the City of Stanton. As such, the proposed development would be compatible with the physical, functional and visual quality of the neighboring uses and desirable neighborhood characteristics.

6. Through the planning and design of buildings and building placement, the provision of open space, landscaping and other site amenities will attain an attractive environment for the occupants of the property.

The project has been designed to provide an attractive streetscape appearance through enhanced architecture of the buildings, landscaping, and site amenities. The site incorporates a wide variety of shrubs, hedges, ground cover and trees whose placement complements the front elevation of the building when viewed from Beach and Garden Grove Boulevards. The inclusion of landscaping along the perimeter of the property and in the new proposed parkway enhances the pedestrian experience along Beach Boulevard and enhances the aesthetic quality of the street. The design of the buildings includes a mix of materials on the facades including stucco and wood siding, varying parapet heights, and use of arcing design elements to provide visual interest and contemporary style to the shopping center. Placement of the buildings is consistent with a traditional shopping center, with larger in-line buildings at the back of the parking lots and pad buildings along the street frontages. The mix of materials, parapet heights, and massing shapes breaks up the long façade of the in-line buildings and the pad buildings are designed to capture the interest of the passersby on Beach Boulevard.

VARIANCE:

1. That there are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity or zone.

The proposed development is part of a larger mixed use project which totals 21.87 acres; approximately 18 acres are located in the City of Stanton and the remaining four acres in the City of Garden Grove. The street frontage along Beach Boulevard is 2,234 lineal feet, of which 1,944 feet are located in the City of Stanton and the remaining 290 feet in the City of Garden Grove. The Garden Grove development standards for the C-2 zone specify a minimum landscape setback of 15'-0" along a primary or secondary arterial highway while the Stanton development standards specify a minimum 10'-0" landscape buffer along Beach Boulevard. Along the Beach Boulevard frontage in Garden Grove, the development proposes a landscape setback of 11'-0" which expands to 24'-0" at the corner of Garden Grove Boulevard. As the majority of the project frontage on Beach Boulevard is located within the City of Stanton, the landscape buffer has been designed to be consistent with the Stanton Municipal Code. The proposed shopping center falls between two different cities, and is, therefore, subject to two different sets of zoning requirements. Having two sets of zoning requirements is an extraordinary

circumstance that does not apply to other properties in the same vicinity. The application of the more restrictive landscape buffer requirements specified in the Garden Grove Municipal Code would create an inconsistent project design. The variance request shall maintain consistency in the design of landscape amenities for a large commercial center on a primary arterial.

2. That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone, but which is denied to the property in question.

The variance is to allow for a deviation from the minimum landscape setback requirement along Beach Boulevard. The proposed reduction in the landscape setback is necessary to allow for the applicant to enjoy a substantial property right possessed by other property owners in the same vicinity and in the same shopping center. The project is bounded by the City of Stanton on the north and east side, where landscape buffer standards are less than the requirements set by the Garden Grove Municipal Code. In addition, the project consists of a 21.87-acre mixed-use development, with approximately 18 acres located in the City of Stanton. The overall development streetscape was designed to be consistent throughout, including the residential development to the north. The shopping center portion of the development was designed to be integrated as a single operating center, with similar architectural features incorporated throughout, use of a consistent landscape palette, and landscape setback widths. The requested reduction in the landscape setback requirement will allow for the development to remain a cohesive project.

In addition, a 1.5-foot land dedication is proposed to provide the improvements associated with the Livable Beach Boulevard Mobility Plan. The reduction in the width of the landscape setback will allow for the parkway landscaping to be implemented. The granting of the variance will ensure that the properties within the Garden Grove portion of the development will enjoy the same property rights and usage as other properties in the same shopping center that are within the City of Stanton.

3. That the granting of such variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in such vicinity and zone in which the property is located.

The proposed reduction in the landscape setback would allow the property to be developed in a consistent manner with the neighboring properties along Beach Boulevard, and would be consistent with development in the surrounding neighborhood. The requested reduction in the landscape setback requirement will allow for the overall mixed-use development to retain a cohesive design and allow for the implementation of additional

parkway landscaping that is part of the Livable Beach Boulevard Mobility Plan. This parkway planting of closely spaced Trumpet trees and groundcover provides a pedestrian-friendly buffer from the passing vehicles. By allowing for a consistent design along the frontage of a revitalized large commercial center on a primary arterial and for additional parkway landscaping that will benefit pedestrians, the approval of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such zone or neighborhood.

4. That the granting of such variance will not adversely affect the comprehensive general plan.

The decrease in the landscape setback requirement from 15'-0" feet to 11'-0" feet would not allow a use or activity that is not otherwise expressly authorized by the City. The proposed development of a retail center is permitted by right in the C-2 zone. The commercial center still proposes a landscape setback with the addition of parkway planting to benefit pedestrians. The proposed project would progress the implementation of the General Plan goals and policies by redeveloping a blighted shopping center and "Encourage active and inviting pedestrian friendly street environments that include a variety of uses within commercial and mixed use areas" (Policy LU-1.4, Garden Grove General Plan 2030).

5. The approval of the Variance is subject to such conditions as will assure that it does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.

Pursuant to Condition of Approval No. 2, the rights granted pursuant to the Variance shall continue in effect for only so long as the improvements authorized and contemplated by Site Plan No. SP-051-2018 and Parcel Map No. PM-2017-187 (as they may be amended from time to time) continue to exist on the site. In the event the improvements authorized and contemplated by Site Plan No. SP-051-2018 and Parcel Map No. PM-2017-187 are not constructed or are demolished and not re-established, the Variance shall cease to be effective or grant the property owner any rights to construct other improvements inconsistent with the then-currently applicable development standards. Therefore, the granting of the Variance will not give the property owner a special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.

TENTATIVE PARCEL MAP:

1. That the proposed map is consistent with the General Plan.

The site has a General Plan land use designation of Light Commercial (LC), which is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The Light Commercial (LC) designation includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. In addition, the Light Commercial designation allows for a Floor Area Ratio (FAR) range of 0.40-0.55. The lots created by the proposed map meet the FAR requirements. The proposed parcels are consistent with the minimum lot size and width standards as designated in the C-2 zoning code, which implements the intent of the Light Commercial General Plan designation.

Furthermore, the proposed project is consistent with Goal LU-5 and Policy LU-5.1 of the General Plan's Land Use Element, which provides for the City to encourage economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community and to work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects.

2. That the design and improvement of the proposed subdivision is consistent with the General Plan.

The proposed Tentative Parcel Map creates 4 parcels and a sliver of a 5th parcel in Garden Grove of the total nine (9) lot commercial subdivision that spans into the City of Stanton. The developer requested the subdivision as a requirement to redevelop the commercial center. The General Plan calls for such revitalization of commercial developments. The project site currently consists of a mostly vacant shopping center and the project will revitalize the site with renovated facades, new pad buildings, and new site amenities. A revitalized site is consistent with the spirit and intent of the General Plan, specifically:

- Goal LU-6 – Revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City;
- Policy LU-6.2 – Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele;
- Policy LU-6.4 – Work with property owners and commercial developments that have been, or are currently, in a state of deterioration to revitalize these centers;
- LU-IMP-6C – Encourage façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the

- use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features;
- Policy LU-13.1 – Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to, or near the City’s corporate boundaries to minimize significant impacts and potentially benefits residents, businesses and/or infrastructure systems in Garden Grove;
 - Policy ED-3.3 – Enhance and retain retail opportunities to serve the population;
 - ED-IMP-3B – Focus on upgrading dilapidated centers in order to encourage new or expanding businesses to relocate to these areas.

However, the General Plan also encourages the consolidation of parcels in commercial centers to minimize disputes between property owners and to counter the inability to redevelop the property in the future because of written covenants and agreements which do not allow for changes. Conditions of approval shall provide remedies by providing flexibility for the commercial center to stay current with future changes to the development standards in the Garden Grove Municipal Code including a mechanism for an individual property owner to petition all the property owners for a proposal that would require modifications to the CCRs.

3. That the site is physically suitable for the proposed type of development.

The proposed project consists of an existing shopping center which is currently in a dilapidated state. The design and improvement of the Garden Grove portion of the proposed development complies with the minimum parking, landscaping, building setbacks, and building heights of the C-2 zone, and meets the floor area ratio targets as identified in the General Plan. Therefore, the site is physically suitable for the proposed type of development.

4. That the requirements of the California Environmental Quality Act have been satisfied.

A Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program were prepared and certified by the City of Stanton as Lead Agency pursuant to the California Environmental Quality Act (CEQA). The development proposal is consistent with the approved MND and fully addresses any and all environmental impacts associated with development.

5. That the site is physically suitable for the proposed density of the development.

The site is physically suitable for the proposed type and density of development. The site is adequate in size and shape to accommodate a nine

(9) lot subdivision that complies with the minimum lot size and width requirement of the C-2 zone, and meets the floor area ratio target identified in the General Plan. The site is large enough to accommodate the proposed shopping center with sufficient parking, street access, turnaround radius, and emergency vehicle access. The retail development is a permitted use in the C-2 (Community Commercial) zone.

6. That the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

The design of the subdivision and the proposed improvements are not likely to cause serious public health problems since conditions of approval will be in place to safeguard public health. City Departments, including the Public Works Department and Community & Economic Development Department have reviewed the proposed development and have applied conditions of approval to ensure any potential negative impacts that the project may have on the Garden Grove community are addressed. In addition, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program have been prepared as part of this project by the City of Stanton as the Lead Agency for CEQA purposes, and it was determined that all of the project's potential impacts can be mitigated to less than significant levels.

7. That the design of the subdivision and the proposed improvements will not conflict with easements of record or easements established by court judgment acquired by the public at large for access through or use of property within the proposed subdivision; or, if such easements exist, that alternate easements for access or for use will be provided, and that these will be substantially equivalent to the ones previously acquired by the public.

All easements or dedications on the property have been abandoned in preparation of this project. Reciprocal access agreements to drive aisles, parking and utilities will be filed as part of the final parcel map, and CC&Rs will be in place for the operation of the shopping center to ensure that proper access is fully maintained and provide mechanisms and processes to modify the agreements as necessary upon future redevelopment.

8. That the design and improvement of the proposed subdivision are suitable for the uses proposed, and the subdivision can be developed in compliance with the applicable zoning regulations.

The proposed subdivision is suitable for the commercial project and has been designed to comply with the C-2 development standards and all applicable zoning regulations. The project is zoned C-2 (Community Commercial) and has a General Plan land use designation of Light Commercial. The project

complies with the zoning requirements for the property, provided the Variance request is approved. With the exception of the Variance request to deviate from the landscape setback requirement for a portion of the landscape setback along Beach Boulevard, the proposed project has been designed to meet the requirements of the C-2 zone of Title 9 of the Municipal Code. The placement of structures, the site design, the parking lot layout, the number of on-site parking spaces and the landscape areas are consistent with the spirit and intent of the requirements of the Municipal Code. The project, although proposed to contain multiple parcels, is designed to provide joint access throughout the site for drive aisles and parking, with consolidated drive cuts. The shopping center is designed to have consistent design elements throughout the development, and all landscaping will have a consistent palette. The development proposal would redevelop a blighted commercial property, while also meeting the intent of the commercial development standards.

9. That the design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision (Gov. Code Sec. 66473.1).

The project has been designed in accordance with Government Code Section 66473.1, which encourages the orientation of the units to take advantage of shade and prevailing breezes when feasible.

10. That the design, density and configuration of the subdivision strikes a balance between the effect of the subdivision on the housing needs of the region and of public service needs that the character of the subdivision is compatible with the design of existing structures and that the lot sizes of the subdivision are substantially the same as the lot sizes within the general area.

The project has been reviewed in relation to the housing needs and public service needs and is compatible with the existing surrounding area. The subdivision will be compatible with the surrounding area since the lots are designed to comply with the minimum lot size. The four lots with the City of Garden Grove of the proposed nine-lot subdivision meet the minimum lot width requirement of the C-2 zone and comply with all applicable C-2 development standards. The shopping center will provide an appropriate level of commercial development to support the new and existing residential development within the retail trade area of the development.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT

In addition to the foregoing, the Planning Commission incorporates herein by this reference, the facts and findings set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. The Site Plan, Variance, and Tentative Parcel Map possess characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030 and 9.40.060.
2. In order to fulfill the purpose and intent of the Municipal Code, and, thereby, promote the health, safety, and general welfare, the following conditions of approval, attached as "Exhibit A," shall apply to Site Plan No. SP-051-2018, Variance No. V-019-2018, Tentative Parcel Map No. PM-2017-187.



**CITY OF STANTON
REPORT TO THE
PLANNING COMMISSION**

TO: Chairman and Members of the Planning Commission

DATE: March 28, 2018

SUBJECT: PUBLIC HEARING TO CONSIDER A DEVELOPMENT PROPOSAL FOR THE COMMERCIAL COMPONENT OF A MIXED-USE REDEVELOPMENT PROJECT FOR THE VILLAGE CENTER LOCATED AT THE NORTHWEST CORNER OF BEACH AND GARDEN GROVE BOULEVARDS (7901-7955 GARDEN GROVE BLVD. AND 12775-12975 BEACH BLVD.) IN THE CG (COMMERCIAL GENERAL) ZONE WITH A SOUTH GATEWAY MIXED USE (SGMX) OVERLAY FOR THE CITY OF STANTON, AND C-2 (COMMUNITY COMMERCIAL) ZONE FOR THE CITY OF GARDEN GROVE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Adopt Resolution No. 2459 adopting a Mitigated Negative Declaration (SCH#2017101007) and a Mitigation Monitoring and Reporting Program; and
- Adopt Resolution No. 2458 adopting a Planned Development Permit PDP17-01; and
- Adopt Resolution No. 2455 adopting Precise Plan of Development PPD-789; and
- Adopt Resolution No. 2470 adopting Tentative Parcel Map TM17-03; and
- Adopt Resolution No. 2456 adopting Conditional Use Permit C17-07 for a drive-through facility for Pad C; and
- Adopt Resolution No. 2457 adopting Conditional Use Permit C17-08 for a drive-through facility for Pad D; and
- Recommend the Planning Commission of the City of Garden Grove approve the development proposal for the Garden Grove portion of the development.

BACKGROUND

The Village Center site ("Project Site") is currently 21.87 acres of blighted, vacant commercial development located on the northwest corner of Beach Blvd. and Garden Grove Blvd., with Village Center Drive bounding the site to the west, and bifurcating the site into two sections in the northern portion of the development. The southernmost 4.1 acres of the site are located in the City of Garden Grove, with the balance of the site located within the City of Stanton. Frontier Real Estate Investments LLC, and Brookfield Homes Southern California, LLC, propose to redevelop the site as a horizontal mixed-use development, including 10.18 acres of commercial development within the City of Garden Grove, and the southern portion of Stanton, and 11.69 acres of residential development on the northern portion of the site, fully within the City of Stanton.

The development proposal is being processed in two phases. Phase One is inclusive of all the commercial development, while Phase Two will be the residential development, which will be presented at a future date. The Commercial phase is inclusive of the demolition of four existing commercial pad buildings, a partial demolition of the inline building block, and redevelopment of four commercial pad buildings and façade modifications to the majority of the inline buildings with a partial reconstruction, and subdivision of the property into nine parcels. The commercial component of the project is partially located within both the City of Stanton and Garden Grove. The development has been designed as a cohesive unified shopping center, but has been reviewed for consistency with both the Stanton and Garden Grove General Plans and Municipal Codes. Applications for development have been submitted to both cities for consideration.

For the City of Stanton, the following applications have been submitted for consideration of the project:

- Planned Development Permit PDP17-01– Section 20.520 of the Stanton Municipal Code (SMC) requires a Planned Development Permit to allow modification to applicable development standards, which is proposed to provide a high quality project, and also to be consistent with the Garden Grove development standards; and
- Precise Plan of Development PPD-789 - Section 20.530.030 of the SMC requires a development permit for the construction of commercial structures; and
- Conditional Use Permit C17-07 and C17-08– Section 20.215 of the SMC requires a conditional use permit to allow for drive-through eating facilities; and
- Tentative Parcel Map TM17-03 – Chapter 19.10 of the SMC requires submittal of a tentative parcel map to subdivide a commercial project; and
- A Mitigated Negative Declaration for the project.

For the City of Garden Grove, the following applications have been submitted for consideration of the project:

- Site Plan Review SP-051-2018 – Section 9.32.030 of the Garden Grove Municipal Code (GGMC) requires an application for a Site Plan Review for any new building or structure; and
- Variance V-019-2018 – Section 9.32.030 of the GGMC requires an application for a Variance for a request to reduce the municipal code requirement for landscape setbacks; and
- Tentative Parcel Map PM-2017-87 – Chapter 9.40 of the GGMC requires an application for a Parcel Map to be submitted for a request to subdivide a commercial property.

This staff report discusses the project as a whole, providing information for all aspects of the development within both Stanton and Garden Grove. Included as attachments to this report are resolutions for the applications specific to the City of Stanton. The City of Garden Grove will consider the applications specific to their approvals at a duly noticed Garden Grove Planning Commission meeting.

ANALYSIS/JUSTIFICATION

PROJECT LOCATION – The commercial component of the Project Site is located at the northwest corner of Beach Boulevard and Garden Grove Boulevard in the Cities of Stanton and Garden Grove. The City of Stanton portion of the site is within the CG (Commercial General) zone and South Gateway Mixed Use Overlay District and holds a General Plan Land Use designation of South Gateway Mixed Use. The City of Garden Grove portion of the site is zoned C-2 (Community Commercial) and holds a General Plan Land Use designation of Light Commercial. Surrounding land uses and zoning include:

Direction	Zoning	Existing Land Use
North	Commercial General (CG)/ South Gateway Mixed Use Overlay within the City of Stanton	Mostly vacant strip commercial center anchored by Department of Motor Vehicles (DMV) Office, and future site of Phase Two residential component of the mixed-use development.
South	C-2 (Community Commercial) within the City of Garden Grove	Commercial Uses within the City of Garden Grove including motels and a piano store.
East	Commercial General (CG) within the City of Stanton	Plaza on the Boulevard Commercial Center with restaurants, retail uses, and Walmart Neighborhood Market anchoring the center.
West	Planned Development (PD)/Planned Unit Development - Industrial (PUD) within the City of Stanton and Garden Grove	Residential condominiums within Stanton, and commercial and industrial uses within the City of Garden Grove.

PROJECT DESCRIPTION – The commercial component of the Project consists of 10.18 acres located on the southerly portion of the Project site, the southernmost 4.1 acres (40% of the commercial project site) of which are located within the City of Garden Grove. The commercial development proposal includes the demolition of four existing commercial pad structures, partial demolition of the inline building block located on the western portion of the property, construction of four new commercial pad buildings along Beach Blvd., partial reconstruction of the inline building block, and façade modifications to the inline buildings. As proposed, a total of approximately 90,873 square feet of commercial area would be retained/redeveloped for the commercial site, 38,200 square feet (42% of total area) is proposed within the City of Garden Grove, and 52,673 square feet (58% of total area) is proposed within the City of Stanton.

The composition of the Garden Grove portion of the development would include two commercial pad buildings (Pad A and Pad B on site plan), one of which is designed to provide drive-through capability. For the inline building portion, it is proposed to provide for one major tenant space totaling approximately 20,000 square feet (Major-1 on site plan), and a block of general retail tenant spaces oriented toward Garden Grove Blvd. totaling approximately 10,500 square feet (Shops-1 on site plan).

For the composition of the project within the City of Stanton, the development would include two commercial pad buildings (Pad C and Pad D on site plan), both proposed to provide drive-through capabilities. To allow for drive-through capabilities, two conditional use permits are requested. For the inline building block, the building is segmented into three portions, a small grouping of retail shops buildings totaling approximately 3,300 square feet, located directly adjacent to the Garden Grove portion of the development (Shops-2 on site plan). North of the small shops units would be approximately 32,000 square feet of major tenant space to provide up to two major tenants (Major-2 and Major-3 on site plan). The final building segment located north of the major tenant spaces, would be approximately 11,500 square feet of new construction (Shops-3 on site plan). This area is designed with the intention to provide multiple tenant spaces for a food court concept with a large plaza to provide for outdoor seating areas that connect to the residential portion of the development.

Inclusive of the building modifications, the site would be improved with new landscaping along the perimeter of the site, and throughout the parking lot. The parking lot would be repaved, and decorative paving would be provided at the entrance of each of the driveway entrances on Beach Blvd. and Garden Grove Blvd. Improvements to the Beach Blvd. right-of-way are also proposed with the construction of a four foot parkway planter and six foot sidewalk treatment.

SITE PLAN – The majority of the commercial development will be located along the western property line of the site, with the smaller pad buildings located on the eastern site boundary along Beach Blvd.

The commercial portion of the project site would be accessed by a total of five existing driveways. Two driveways are located on Beach Boulevard (one each in Garden Grove

and Stanton), one on Garden Grove Boulevard within the City of Garden Grove and two on Village Center Drive (one split between Garden Grove and Stanton, and one located fully within Stanton). As part of the processing of the application, Caltrans reviewed the proposal and did not object to the use or location of the existing driveways as currently configured on Beach Blvd. Garden Grove and Stanton Engineering Divisions also reviewed the project and provided conditions of approval to ensure the access to the properties are maintained and reciprocal access agreements and easements are filed to ensure maintenance of access throughout the project site.

The main access drive to the shopping center is the northernmost driveway on Beach Boulevard at the intersection of Beach Blvd. and Acacia Ave. Access consists of four lanes, with the ingress and egress separated by a landscape median. This entrance is the only signalized intersection for the commercial component of the site. As part of the environmental review conducted for the entire Village Center mixed use project, a traffic engineer reviewed the traffic flow and trips per day to the site and identified potentially significant impacts related to traffic. However, mitigation measures would reduce the potentially significant impact to less than significant levels. One of the mitigation measures identified in the environmental document would require the intersection at Beach Boulevard and Garden Grove Boulevard to be modified to enable a right turn overlap for right turns from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. The Applicant would be responsible for the application processing through Caltrans and installation of any equipment for the signal.

The other driveways would provide access points throughout the site. The two driveways on Village Center Drive are anticipated to be utilized by local patrons from the neighboring developments, as well as the delivery vehicles for the inline stores. Loading bays in the rear of the inline stores are provided for the Major Tenant – 2 and - 3. In addition, a loading zone is provided for joint use by the tenants in the rear of the Shops-3 building. Finally, a loading zone is provided in the rear of the Shops-2 building to provide a loading zone for the Major-1 building within the City of Garden Grove. For the pad buildings, the deliveries would occur within the adjacent parking areas. Conditions of approval have been placed in the Resolution for the Precise Plan of Development PPD-789, Conditional Use Permit C17-08, and the Site Plan Resolution for Garden Grove to restrict overnight deliveries in order to avoid noise impacts to the adjacent existing and planned residential developments.

Drive-through capabilities are provided for Pads B, C, and D for a traditional drive-through operation. Pad A would also include a drive-through capability. As currently proposed, the tenant for Pad A would be a financial institution. As part of the operation, a drive-through ATM machine is proposed. The drive-through ATM would be provided west of Pad A along Garden Grove Blvd. frontage. As proposed, three queuing spaces would be provided for the ATM. The Garden Grove Engineering Division has reviewed queuing studies provided by the financial institution, and has concurred that three queuing spaces would be sufficient for the drive-through ATM.

In terms of parking, there are a total of 478 parking spaces provided throughout the commercial site. The majority of the parking is concentrated between the proposed

inline building block to the west, and the proposed freestanding building pads along Beach Blvd. Parking would also be provided along the western property line in the rear of the shopping center and along Village Center Drive, along the southern property line along Garden Grove Boulevard, and adjacent to each of the pad buildings.

In accordance with the parking requirements stipulated in the Stanton Municipal Code, a shopping center requires one parking space per 300 square feet. Therefore, if applied to the whole development, the total parking requirement would be 303 spaces. The Garden Grove Municipal Code would require 470 parking spaces for the proposed mix of uses. To ensure both cities parking requirements were met, the most stringent requirement was applied to the entire commercial development, thus a minimum of 470 parking spaces was required.

The combined total number of parking spaces provided onsite for all commercial uses would be 478 spaces, exceeding the more stringent parking requirement. In addition, motorcycle parking would be provided on a concrete pad located at the southwest corner of the site. Bicycle locking facilities would also be provided adjacent to the Major-1 tenant space, Major-3 tenant space, adjacent to the outdoor dining plaza, as well as Pad-A and Pad-C.

Although the parking is clustered adjacent to each of the businesses, there would be joint use of the parking throughout the shopping center. As part of the project proposal, a tentative parcel map is also proposed. As part of the parcel map, the parcels within the City of Garden Grove are parked to meet the parking demand for each use within the parcel. Within the City of Stanton, the majority of the parcels are also parked to the Stanton code requirements. Conditions of Approval have been included as part of the project for both Stanton and Garden Grove to ensure reciprocal access agreements are approved and filed on the parcels for access to parking, drive aisles and utilities.

LANDSCAPING/FENCING/SIGNAGE – At the intersection of Beach Boulevard and Garden Grove Boulevard, a large corner landscape treatment ranging from 10 feet along Garden Grove Blvd. to 24 feet on Beach Blvd. is proposed which would include an enhanced landscaping area and center identification sign providing an enhanced gateway, while creating a sense of place and identity for the shopping center. The corner landscape treatment would consist of a variety of plants. In regards to all signs in the development, conditions of approval have been included in both Stanton and Garden Grove resolutions which states that a Master Sign Program is to be drafted and approved by both cities.

In regards to landscape setbacks, along Beach Boulevard the Garden Grove landscape setback is required to be a minimum of 15 feet, while the Stanton required setback is a minimum of 10 feet. For Pad A and B in Garden Grove, the landscape buffer proposed varies from 11 feet to 24 feet in width. Along Pad C, the proposed buffer is 11 feet, and along Pad D, the setback varies between 5 to 20 feet in width for the City of Stanton. For the City of Stanton, a Planned Development Permit is proposed, which would allow for the modification of zoning standards as part of the development to produce a high quality project. As part of the Planned Development Permit, the minimum landscape

standard is proposed to be modified for Pad D to allow for the varying setback as the average setback would exceed the 10 foot minimum. In addition, the developer would be improving part of the public right-of-way where the property line curves for a bus turn out that is not utilized. This would further exceed the landscape setback for a portion of Pad D to 28 feet.

For Pads A and B in the City of Garden Grove, the proposed landscape setback along Beach Blvd. for a portion of the setback area is proposed to be reduced to 11 feet. This 11 foot setback is consistent with the majority of the frontage along the development, and exceeds the landscape setback requirement for the City of Stanton. For the Beach Blvd., there is a total of 835 lineal feet of commercial frontage proposed, 250 lineal feet are located within Garden Grove, or 30% of the total frontage. Of the 250 lineal feet, 119 lineal feet, or 47.6% of the Garden Grove frontage, is proposed to be at the reduce landscape setback, while the remainder of the frontage would exceed the Garden Grove setback requirement. As the majority of the Beach Blvd. frontage is located within the City of Stanton, the Applicant has requested a Variance for the City of Garden Grove to reduce a portion of the landscape setback from 15 feet to 11 feet. The request is to ensure the project is developed in a cohesive manner, and to ensure the properties within the Garden Grove portion of the development are provide the same opportunities as the neighboring properties.

To approve a variance in the City of Garden Grove, Section 9.32.030 of the Garden Grove Municipal Code identifies the required findings. The following includes identification of the required findings with the associated justifications:

1. *That there are exceptional or extraordinary circumstances or conditions applicable to the property or to the intended use that do not apply generally to other property or classes of use in the same vicinity or zone.*

The proposed development is part of a larger mixed use project which totals 22 acres; 18 acres are located in the city of Stanton and the remaining four acres in the City of Garden Grove. The street frontage along Beach Boulevard is 2,234 lineal feet, of which 1,944 feet are located in the City of Stanton and the remaining 290 feet in the city of Garden Grove. The development standards of the C-2 zone specify a minimum landscape setback of 15-feet along a primary or secondary arterial highway. The development proposes a landscape setback ranging from 11 feet to 24 feet along the Beach Boulevard frontage within the City of Garden Grove. As the majority of the project frontage on Beach Blvd. is located within the City of Stanton, the landscape buffer along Beach Boulevard has been designed to comply with the Stanton Municipal Code requirements, which specify a minimum ten-foot landscape buffer along the Beach Boulevard frontage. In order to create consistency throughout the project, the development was designed to meet the landscape buffer requirements specified in the Stanton Municipal Code. Since the proposed shopping center falls between two different cities, it is subject to two different sets of zoning requirements, which is an extraordinary circumstance that does not apply to other properties in the same vicinity. The application of the more restrictive landscape buffer requirements specified in the Garden Grove Municipal Code will hinder the development, or create an inconsistent project design. The

development proposes an 11 foot landscape standard for a portion of the project, and expands at the corner of Beach and Garden Grove Boulevards to a 24 foot landscape setback. The variance request is for a 26% reduction in the landscape standard for a portion of the landscape setback to maintain consistency in project design.

2. *That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone, but which is denied to the property in question.*

The variance is to allow for a deviation from the minimum landscape buffer requirement along Beach Boulevard. The proposed reduction in the landscape setback is necessary to allow for the applicant to enjoy a substantial property right possessed by other property owners in the same vicinity and zone. The project is bounded by the City of Stanton on the north and east side, where landscape buffer standards are less than the requirements set by the Garden Grove Municipal Code. In addition, the project consists of a 22 acre mixed-use development, with 18 of the 22 acre located in the City of Stanton. The overall development streetscape was designed to be consistent throughout, including the residential development to the north. The shopping center portion of the development was designed to be integrated as a single operating center, with similar architectural features incorporated throughout, use of consistent landscape palettes, and landscape buffers. The requested reduction in the landscape setback requirement will allow for the development to remain a cohesive project and ensure proper vehicle and pedestrian circulation in the parking area between Pad A and Pad B while maintaining the appropriate number of parking spaces. In addition, a 1.5 foot wide land dedication is also proposed to provide the improvements associated with the Livable Beach Blvd. Mobility Plan. The reduction in the landscaping on within the setback will allow for the parkway landscaping to be implemented. With the granting of the variance, it would ensure that the properties within the Garden Grove portion of the development would be able to enjoy the same property rights and usage as other properties within the same shopping center, but within the City of Stanton.

3. *That the granting of such variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in such vicinity and zone in which the property is located.*

The proposed reduction in the landscape setback would allow the property to be developed in a consistent manner to the neighboring properties along Beach Boulevard, and would be consistent with development in the surrounding neighborhood. The requested reduction in the landscape setback requirement will allow for the development to retain a cohesive design and ensures proper vehicle and pedestrian circulation. The variance is necessary to accommodate safe and proper vehicle and pedestrian circulation within the parking area between Pad A and Pad B to provide the proper parking stall dimensioning, and drive aisle widths, and to allow for the implementation of the Livable Beach Blvd. Mobility Plan to provide for a safe pedestrian friendly environment along the frontage of the shopping center. As the variance would be enhancing the safety of the site, the approval of the variance

will not be materially detrimental to the public welfare or injurious to the property or improvements in such zone or neighborhood.

4. *That the granting of such variance will not adversely affect the comprehensive general plan.*

The decrease in the landscape setback requirement from 15-feet to 11-feet would not allow a use or activity that is not otherwise expressly authorized by the City. The proposed development which consists of a retail center is permitted by right in a C-2 zone. The proposed variance to reduce the required landscape setback in order to develop the retail center does not result in a use or activity that is not expressly authorized in this zoning district. In addition, the proposed project would progress the implementation of the General Plan goals and policies by redeveloping a blighted shopping center.

The landscape planter along Garden Grove Boulevard ranges from 10 feet to 16 feet in width. The Garden Grove Municipal Code (GGMC) requires a minimum landscape setback of 15 feet in width for primary arterials. In the southeast portion of the project site, the building for Pad A is setback 10 feet from the property line in compliance with the building setback standards identified in the GGMC. All areas where a building is not located maintains the 15 foot landscape setback standard.

For Garden Grove, a minimum 10 foot landscape setback is required for non-arterial streets, and for Stanton the minimum setback is 5 feet. Along Village Center Drive, a non-arterial street, a 12 foot landscape buffer is proposed, exceeding the minimum requirements for both cities.

Landscape planters are also proposed along the perimeter between the commercial and future residential components along the northern property line. Parking lot trees would be proposed to be planted evenly throughout the parking lot with all ends of parking aisles having landscaped islands planted with a combination of trees, shrubs, and ground cover.

The Applicant would also be implementing the pedestrian sidewalk improvements as required by the Stanton Livable Beach Boulevard Mobility Plan (LBBMP). As proposed, a four foot wide parkway landscape planter is provided with a six foot wide sidewalk. To ensure uniformity throughout the site, the right-of-way improvements are proposed to be implemented along the portion of Beach Boulevard located within the City of Garden Grove. Similar treatments are also proposed to be implemented along the residential phase of the mixed-use project.

In regards to perimeter fencing, the vast majority of the site, fencing is not proposed. Along the northern boundary line of the commercial component, a perimeter block wall six feet in height is proposed to provide separation from the residential development. Adjacent to the plaza area in front of the Shops-3 building, an enhanced treatment is proposed with open wrought iron fencing, decorative trellises and outdoor seating areas to provide a connection between the commercial and residential portions of the project.

DESIGN AND ARCHITECTURE – As part of the Planned Development process for Stanton, a major focus is placed on the architectural quality of the project. The commercial component has been designed to meet a higher quality threshold, as well as blend with the existing architectural character of the proposed residential component of the mixed use project. A contemporary architectural style is proposed to be employed with a flat roof design with varying parapet heights to provide articulation. For the inline commercial building block, the building frontage varies in setback to provide a fluid building design and avoid a flat elevation. Enhancements to each of the Major Tenant spaces are proposed, including higher parapet heights, use of stylized steel framing accents, arced awnings, and integrated signage within the parapet line. The Shops building design uses of masonry stone in multiple colors and finishes, along with vertical wood paneling, and stucco finish to compliment the Major Tenants. For Shops-3 and the Plaza area, a large outdoor seating area is proposed. To provide an enhanced architectural element, and create a sense of place, the outdoor seating area is proposed to be separated into two segments. An arced faux storefront plaza wall is proposed to provide the separation and an enhanced architectural element. The arc of the wall would be along the horizontal plane, and would be set in front of the storefront of the building, with a separation from the storefront varying from 20 to 32 feet. The vertical elevation of the faux wall would provide wide openings to provide visibility to the true store front. In front of the faux wall, in the second outdoor seating segment is proposed, and an open canopy structure is also proposed. Sample renderings of the proposed faux wall and canopy structure have been provided as an attachment to the staff report.

Pad Buildings A, B, and D share similar architectural features as the inline buildings. Pad C within the City of Stanton is proposed to deviate from the proposed design in order to allow the tenant to build a prototypical storefront for the chain. The Elevation for Pad C would also provide a flat roof line, with varying heights of the parapet walls. The façade would be stucco in a white finish, with canopies and valances over the windows.

PLANNED DEVELOPMENT PERMIT – The applicant is requesting a Planned Development Permit (PDP) which will allow for greater flexibility from the strict application of the Stanton Municipal Code. The proposed project is a mixed-use development in Stanton. As part of the mixed-use standards for the City of Stanton, the development standards would require the majority of the building massing to be directly adjacent to the public right-of-way with the parking located behind the buildings. However, the portion of the project located in the City of Garden Grove maintains a standard commercial designation, which does not provide a consistent design orientation as the mixed-use standards in Stanton. To ensure the development of a cohesive center, the use of the Planned Development Permit is proposed.

As part of the Planned Development Permit, the intent is provide an architecturally enhanced project. As previously discussed in the staff report, the applicant is providing a high quality architectural design, with enhanced elements to support a pedestrian friendly environment, and encourage use of outdoor seating areas and connectivity to the future residential component.

TENTATIVE PARCEL MAP/LOT LINE ADJUSTMENT – As an initial action to separate the commercial and residential parcels of the mixed-use development, a Lot Line Adjustment was filed with the City of Stanton. The Lot Line Adjustment moved the existing parcel line located on the city boundary to the Lot Line shown on the site plan for the delineation of the residential property. The Lot Line Adjustment was reviewed by the City of Garden Grove and Stanton. The City of Stanton administratively approved the Lot Line Adjustment, with concurrence from Garden Grove.

As part of the development proposal, the applicant is requesting approval of a Parcel Map to subdivide the newly configured commercial parcel into nine parcels. As proposed four parcels would be located in the City of Garden Grove, and five parcels would be proposed in the City of Stanton. A small portion of a parcel mainly located within the City of Stanton would extend into the City of Garden Grove to provide proper circulation for the drive-through associated with Pad-C.

For the City of Garden Grove, each parcel meets the minimum lot size and width requirements as identified in the GGMC. The four parcels would separate each Pad building, the Major-1 building, and the Shops-1 building. Each of the proposed parcels in Garden Grove has been designed to meet the parking requirement for each building associated with the lot. Conditions of approval have been included in the Garden Grove resolution of approval to require each new parcel to be parked per the GGMC standards.

For the City of Stanton, there are five parcels proposed to separate each Pad building, Shops-1, Major-2 and -3, and Shops-3. Each parcel has direct street frontage as required per the SMC, and meets the minimum lot size and width requirements for the underlying CG (Commercial General) zoning. Both Pad Building parcels and Shops-2 and Major-2 and 3 are parked according to the SMC. The Shops-3 parcel would be considered under-parked due to the line configuration, however, there is still sufficient parking provided for the development as a whole.

As the shopping center is proposed to be operated as one integrated development, conditions of approval have been included in the resolutions of approval for Stanton and Garden Grove to require reciprocal access agreements to be recorded for parking and drive aisle access and well as utilities. In addition, to reduce difficulties in the future with the reuse of the tenant spaces, a number of conditions are proposed to required the CC&Rs to be drafted to provide flexibility in the change of uses, and adapt with the changes of zoning code regulations over time.

CONCLUSION - The proposed commercial portion of the mixed-use development meets the intent of the General Plan for both Stanton and Garden Grove, and with approval of the Variance by Garden Grove, and the Planned Development Permit by the City of Stanton, the project would be compliant with the zoning codes.

ENVIRONMENTAL IMPACT

In accordance with the requirements of the California Environmental Quality Act, a

Mitigated Negative Declaration (MND) has been drafted for this project. The environmental factors that were determined to require mitigation included: Air Quality, Biological Resources, Cultural Resources, Noise, Transportation/Traffic, and Mandatory Findings of Significance. The Notice of Availability for the state-mandated 30-day public review period was released on October 3, 2017. Written comments on the Draft MND (SCH#2017101007) were accepted until November 6, 2017. The City received eight letters from stakeholder agencies. Response to comments were drafted and incorporated and have been included as part of the MND for consideration. A Mitigation Monitoring Program has also been drafted and incorporated into the document.

PUBLIC NOTIFICATION

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property, along with all parties that submitted a comment letter for the Mitigated Negative Declaration and made public through the agenda-posting process.

Prepared by,

Approved by,

Rose Rivera
Associate Planner

Kelly Hart
Community & Economic
Development Director

ATTACHMENTS

- A. PC Resolution No. 2459 – MND
- B. Initial Study for Mitigated Negative Declaration (Appendices included in electronic form)
- C. PC Resolution No. 2458 – PDP17-01
- D. PC Resolution No. 2455 – PPD-789
- E. PC Resolution No. 2470 – TM17-03
- F. PC Resolution No. 2456 – C17-07
- G. PC Resolution No. 2457 – C17-08
- H. Vicinity Map
- I. Architectural Plans
- J. Renderings

Verizon Wireless Garden Grove Site List

Site Name/#	Latitude/Longitude	Nearest Address	Pole Owner/ID	Pole Type	Height	Zone
SCL GARDEN GROVE 11	33.78111, -118.023897	F/O 12692 Topaz St.	SCE/1478386E	Concrete Street Light	28.0'	R-1-6
SCL GARDEN GROVE 12	33.781622, -118.023756	F/O 12462 Topaz St.	SCE/4247828E	Concrete Street Light	28.2'	R-1-6
SCL GARDEN GROVE 13	33.785089, -118.015367	F/O 6752 Belgrave Ave.	SCE/1315457E	Concrete Street Light	28.2'	R-1-6
SCL GARDEN GROVE 14	33.785078, -118.011867	F/O 6942 Belgrave Ave.	SCE/1315462E	Concrete Street Light	28.3'	R-1-6
SCL GARDEN GROVE 15	33.788261, -118.015375	F/O 6752 Chapman Ave.	SCE/2243498E	Concrete Double Luminaire	29.7'	R-1-6
SCL GARDEN GROVE 16	33.781603, -118.016183	F/O 12452 Lamplighter St.	SCE/1374224E	Concrete Street Light	28.3'	R-1-6
SCL GARDEN GROVE 17	33.776972, -118.017272	F/O 12771 Canter St.	SCE/1379016E	Concrete Street Light	28.4'	R-1-6
SCL GARDEN GROVE 2	33.788214, -118.019822	W/O 6462 Chapman Ave. (on Springdale St.)	SCE/1315499E	Concrete Street Light	29.0'	R-1-6
SCL GARDEN GROVE 27	33.781058, -117.9861	W/O 8372 Lampson Ave.	SCE/1212641E	Concrete Street Light	28.8'	R-1-7
SCL GARDEN GROVE 3	33.789386, -118.012464	N/O 11922 Wildgoose St.	SCE/1351274E	Concrete Street Light	28.3'	R-1-6
SCL GARDEN GROVE 30	33.773633, -117.985467	W/O 8402 Garden Grove Blvd.	SCE/2341293E	Concrete Street Light	25.2'	R-3
SCL GARDEN GROVE 31	33.772064, -117.988353	F/O 8081 Larson Ave.	SCE/1839148E	Concrete Street Light	28.8'	R-3
SCL GARDEN GROVE 33	33.780725, -117.981833	F/O 12536 Adelle St.- Also south of 8642 Lampson Ave.	SCE/2242652E	Concrete Street Light	30.1'	R-3
SCL GARDEN GROVE 35	33.767217, -117.954964	F/O 13482 Brookhurst St.	SCE/2215901E	Concrete Double Luminaire	30.8'	C-2/O-5
SCL GARDEN GROVE 40	37.759214, -117.954989	F/O 10012 Westminster Ave.	SCE/4473267E	Concrete Double Luminaire	31.5'	C-1
SCL GARDEN GROVE 41	33.758411, -117.947181	F/O 14092 Bowen St.	SCE/121605E	Concrete Street Light	27.8'	R-1-6
SCL GARDEN GROVE 43	33.762831, -117.945767	F/O 13761 Ward St.	SCE/1301177E	Concrete Street Light	27.5'	R-1-7
SCL GARDEN GROVE 49	33.782309, -117.911042	W/O 12712 Citruswood Ave.	SCE/2096458E	Concrete Street Light	28.1'	R-1-7
SCL GARDEN GROVE 51	33.778253, -117.914836	E/O 12681 Harbor Blvd.	SCE/4716490E	Concrete Double Luminaire	32.1'	PUD-126-10/R-1-7
SCL GARDEN GROVE 52	33.781706, -117.927467	W/O 11771 Lampson Ave.	SCE/1939556E	Concrete Street Light	27.8'	R-1-7
SCL GARDEN GROVE 54	33.76703, -117.90889	F/O 12652 Trask Ave.	SCE/1269910E	Concrete Street Light	27.7'	R-1-7
SCL GARDEN GROVE 55	33.77441, -117.91505	F/O 12472 Garden Grove Blvd.	SCE/2099433E	Concrete Double Luminaire	30.8'	R-1-7/HCSF-SDS
SCL GARDEN GROVE 6	33.788569, -118.035722	5591 Chapman Ave.	SCE/1326494E	Concrete Street Light	28.1'	R-1-6
SCL GARDEN GROVE 7	33.788453, -118.031536	F/O 12011 Stonegate Ln	SCE/2023458E	Concrete Double Luminaire	31.1'	C-2/PUD-107-71
SCL GARDEN GROVE 8	33.781456, -118.029897	S/W 12421 Valley View St.	SCE/4001351E	Concrete Double Luminaire	31.0'	C-1/PUD-102-76

MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code (PRC) Sections 2100 et seq.) and the State CEQA Guidelines (California Code of Regulations (CCR) Sections 15000 et seq.), the City of Stanton has completed this Mitigated Negative Declaration (MND) for the project described below based on the assessment presented in the attached Initial Study.

LEAD AGENCY: City of Stanton

PROJECT TITLE: Village Center

PROJECT LOCATION: The 21.87-acre site is at the northwest corner of Beach Boulevard and Garden Grove Boulevard. The southernmost 4.1 acres of the site are in the City of Garden Grove, and the balance of the site is in the City of Stanton; both cities are in Orange County. The City of Stanton is the lead agency for the entire project.

PROJECT DESCRIPTION: The project would involve demolition of all 61,905 square feet of commercial uses in Village Center North and 93,391 square feet of commercial uses in Village Center; development of up to 237 condominium units of 1 to 3 bedrooms each (123 in Village Center and 114 in Village Center North); redevelopment of 42,300 square feet of commercial uses in Village Center; and re-use of 62,700 square feet of commercial uses in Village Center. In the portion of the site in Garden Grove approximately 30,320 square feet of commercial uses in the main buildings would remain, and two new commercial pads would be built along Beach Boulevard, for a total of about 38,200 square feet at project completion in Garden Grove. The project includes submission of a Development plan, Parcel Map (commercial phase), Tentative Tract Map (residential phase), and conditional use permits to the City of Stanton for discretionary approvals, and submission of a Parcel Map (commercial phase), Development Plan, and conditional use permits to the City of Garden Grove for discretionary approvals.

EXISTING CONDITIONS: The project site is developed with 217,996 square feet of commercial buildings—consisting of 156,091 square feet in Village Center and 61,905 square feet in Village Center North—and appurtenant parking lots. Most of the buildings are in a row of main buildings in Village Center and two main buildings in Village Center North; the remaining buildings are outbuildings along Beach Boulevard and Garden Grove Boulevard. Nearly all the buildings are vacant; the largest operating use is a Department of Motor Vehicles office in Village Center North. Most of the buildings and parking lots are fenced.

DOCUMENT AVAILABILITY: The MND and supporting Initial Study for the proposed project are available for public review at the following locations:

- City of Stanton, 7800 Katella Avenue, Stanton, CA 90680
- Stanton Library, 7850 Katella Avenue, Stanton, CA 90680
- Online at: <http://ci.stanton.ca.us/Departments/Community-Development/Planning-Division>

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from development and operation of the proposed project and to evaluate the significance of those effects. Based on the environmental analysis, the proposed project would have no impacts or less-than-significant impacts related to the following environmental issues:

- Aesthetics
- Greenhouse Gas Emissions
- Land Use and Planning
- Public Services
- Agriculture and Forestry Resources
- Hazards and Hazardous Materials
- Mineral Resources
- Recreation
- Geology and Soils
- Hydrology and Water Quality
- Population and Housing
- Utilities and Service Systems

The environmental assessment presented in the Initial Study identifies **potentially significant** environmental impacts related to air quality, biological resources, cultural resources, noise, transportation and traffic, and tribal cultural resources. However, compliance with the mitigation measures identified in the Initial Study and shown below would reduce potentially significant impacts related to these environmental issues to less than significant levels.

Findings. It is hereby determined that, based on the information contained in the attached Initial Study, the proposed project would not have a significant adverse effect on the environment. Mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this MND, and are enumerated below. The City of Stanton has hereby agreed to implement each of the identified mitigation measures, which will be adopted as part of the Mitigation Monitoring and Reporting Program.

Air Quality

- AQ-1 The construction contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super-compliant paints). The construction contractor shall also use precoated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Stanton during construction.
- AQ-2 The construction contractor(s) shall use construction equipment fitted with Tier 3 engines for all construction equipment of 50 horsepower or greater. The construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City of Stanton Building Division official or his/her designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations.
- AQ-3 The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403—to further reduce PM10 and PM2.5 emissions. The City of Stanton shall verify that these measures have been implemented during normal construction site inspections.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
 - During all construction activities, the construction contractor shall apply non-toxic soil stabilizer according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more).

- The construction contractor shall ensure that all non-essential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

AQ-4 The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters or higher for all equipment over 50 horsepower used during the grading phase.

Biological Resources

BIO-1 If construction is proposed between February 15th to August 15th, a qualified biologist must conduct a nesting bird survey(s) no more than three days prior to initiation of construction activities to document the presence or absence of nesting birds in or adjacent to the project site. The preconstruction survey(s) will focus on identifying any raptors and/or passerines nests that may be directly or indirectly affected by construction activities. Any nest permanently vacated for the season would not warrant protection pursuant to the Migratory Bird Treaty Act. If active nests are documented, the following measures are required:

- Species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading near a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced, or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities are restricted from the area.
- A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the Stanton Community Development Department prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur.
- A final report of the findings, prepared by a qualified biologist, shall be submitted to the Stanton Community Development Department prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

Cultural Resources

CUL-1 Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that an archaeologist has been retained to periodically observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, 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 monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification.

Future applicants/developers shall offer excavated finds for curatorial purposes to the South Central Coastal Information Center at California State University, Fullerton.

CUL-2

Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that a paleontologist has been retained to periodically observe grading activities and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

If the paleontological resources are found to be significant, the paleontological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The paleontologist shall prepare a comprehensive report, including appropriate records for the City. If any resources are excavated, the paleontologist shall prepare excavated material to the point of identification.

The applicant/developer shall offer excavated finds for curatorial purposes to the Los Angeles County Natural History Museum.

Noise

N-1

For demolition, construction, grading, foundation, and erection activities that would use vibration-producing equipment, the following mitigation measure shall be implemented in close coordination with City staff so that alternative construction techniques are undertaken.

Prior to the start of construction activities, the construction contractor shall document, to the extent feasible, the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the off-site buildings and/or structures with ground-based foundations (including pools, hot-tubs, and spas) within 50 feet of any construction site boundaries.

During construction of the project, vibratory rollers shall be restricted from operating within 30 feet of buildings or other structures, and large bulldozers and loaded trucks shall be restricted from operating within 15 feet of off-site buildings or other structures.

During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows], sticking/rubbing doors or openable windows, fallen or displaced ceiling tiles, and/or items

displaced from shelving) to the off-site buildings within 50 feet of the project site, City staff shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the buildings are stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

Transportation and Traffic

TRA-1 Prior to issuance of certificate of occupancy for the first commercial building, the applicant for the commercial phase of the project shall request and the City of Stanton shall modify the traffic signal at the intersection of Beach Boulevard and Garden Grove Boulevard to enable a right turn overlap for right turns from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. The applicant shall be responsible for the full cost of such installation.

TRA-2 Before issuance of the first certificate of occupancy for future developments in the Village Center project, the project applicants shall coordinate with the City of Stanton to stripe the following left-turn lanes and shall be responsible for the cost of such striping:

- Westbound left turn lane on Chapman Avenue at Beach Boulevard: re-stripe 30 feet of the existing two-way median turn lane extending east from the east end of the left turn lane to a left turn lane.
- Eastbound left turn lane on Lampson Avenue at Beach Boulevard: extend the existing left turn lane 60 feet westward.

Tribal Cultural Resources

Implementation of Mitigation Measure CUL-1

December | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2017101007

VILLAGE CENTER

for City of Stanton

Prepared for:

City of Stanton

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Table of Contents

Section	Page
1. INTRODUCTION.....	1
1.1 PURPOSE OF MITIGATION MONITORING PROGRAM.....	1
1.2 EIR SUMMARY.....	1
1.3 ENVIRONMENTAL IMPACTS.....	2
2. MITIGATION MONITORING PROCESS	5
2.1 MITIGATION MONITORING PROGRAM ORGANIZATION.....	5

Table of Contents

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Mitigated Negative Declaration (MND), State Clearinghouse No. Insert Number. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and Insert City Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 MND SUMMARY

1.2.1 Project Location

21.87 acres at the northwest corner of Beach Boulevard and Garden Grove Boulevard. The southernmost 4.1 acres of the site are in the City of Garden Grove, and the balance of the site is in the City of Stanton. The City of Stanton is the lead agency for the entire project.

1.2.2 Existing Conditions

The site is currently developed with 217,996 square feet of retail and office space: 61,905 square feet in Village Center North, north of Village Center Drive, and the remaining 156,091 square feet in Village Center

1. Introduction

to the south. Village Center consists of 13 buildings and Village Center 4. The great majority of both developments is vacant. Most of the buildings and parking lots in Village Center are fenced, and the largest operating unit in either development is the Department of Motor Vehicles office at 12645 Beach Boulevard in Village Center North.

1.2.3 Project Description

The project would involve demolition of all 61,905 square feet of commercial uses in Village Center North and 93,391 square feet of commercial uses in Village Center; development of up to 237 condominium units of 1 to 3 bedrooms each (123 in Village Center and 114 in Village Center North); redevelopment of 42,300 square feet of commercial uses in Village Center; and re-use of 62,700 square feet of commercial uses in Village Center. In the portion of the site in Garden Grove approximately 30,320 square feet of commercial uses in the main buildings would remain, and two new commercial pads would be built along Beach Boulevard, for a total of about 38,200 square feet at project completion in Garden Grove.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

Impacts to the following resources were identified as Less than Significant in the Initial Study supporting the MND for the proposed project:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Impacts to the following resources were identified as Potentially Significant in the Initial Study supporting the MND for the proposed project. Mitigation measures set forth in the MND are required; implementation of those mitigation measures would reduce impacts to less than significant.

- Air Quality
- Biological Resources
- Cultural Resources
- Noise
- Transportation and Traffic

1. Introduction

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the MND, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1).

2. Mitigation Monitoring Process

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2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3.3 AIR QUALITY					
AQ-1	The construction contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super-compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Stanton during construction.	Construction contractor and architect of record	During preparation of building plans and during project construction	City of Stanton Community Development Department	
AQ-2	The construction contractor(s) shall use construction equipment fitted with Tier 3 engines for all construction equipment of 50 horsepower or greater. The construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City of Stanton Building Division official or his/her designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations.	Construction contractor and City of Stanton Building Division	During project construction	City of Stanton Community Development Department	
AQ-3	The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403—to further reduce PM ₁₀ and PM _{2.5} emissions. The City of Stanton shall verify that these measures have been implemented during normal construction site inspections. <ul style="list-style-type: none"> During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. During all construction activities, the construction contractor shall apply non-toxic soil stabilizer according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more). The construction contractor shall ensure that all non-essential idling 	Construction contractor	During all construction activities including ground-disturbing activities	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AQ-4	of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters or higher for all equipment over 50 horsepower used during the grading phase.	Project construction contractor	During site grading	City of Stanton Community Development Department	
3.4 BIOLOGICAL RESOURCES					
BIO-1	<p>BIO-1 If construction is proposed between February 15th to August 15th, a qualified biologist must conduct a nesting bird survey(s) no more than three days prior to initiation of construction activities to document the presence or absence of nesting birds in or adjacent to the project site. The preconstruction survey(s) will focus on identifying any raptors and/or passerines nests that may be directly or indirectly affected by construction activities. Any nest permanently vacated for the season would not warrant protection pursuant to the Migratory Bird Treaty Act. If active nests are documented, the following measures are required:</p> <ul style="list-style-type: none"> Species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities are restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the Stanton Community Development Department prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nest areas to ensure that 	Qualified biologist and project construction contractor	Before and during construction activities	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<ul style="list-style-type: none"> no inadvertent impacts on these nests occur. A final report of the findings, prepared by a qualified biologist, shall be submitted to the Stanton Community Development Department prior to construction-related activities that have the potential to disturb any active nests during the nesting season. 				
3.5 CULTURAL RESOURCES					
CUL-1	<p>Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that an archaeologist has been retained to periodically observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.</p> <p>If the archaeological resources are found to be significant, the archaeological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification.</p> <p>If an archaeological resource appears to be of Native American origin, the archaeological monitor shall contact representatives of the four tribes that have requested the City notify them of projects. The resource shall be donated to one of those tribes, to be chosen by the four tribes. A representative from that tribe shall identify the find and determine whether the find is eligible for listing in the California Register of</p>	Archaeologist and project construction contractor	Prior to the issuance of any grading permit for the proposed residential development onsite; and during grading for such development	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3-2	<p>Historical Resources.</p> <p>Future applicants/developers shall offer other excavated finds for curatorial purposes to the South Central Coastal Information Center at California State University, Fullerton.</p> <p>Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that a paleontologist has been retained to periodically observe grading activities and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.</p> <p>If the paleontological resources are found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The paleontologist shall prepare a comprehensive report, including appropriate records for the City, if any resources are excavated, the paleontologist shall prepare excavated material to the point of identification.</p> <p>The applicant/developer shall offer excavated finds for curatorial purposes to the Los Angeles County Natural History Museum.</p>	Paleontologist and construction contractor	Prior to the issuance of any grading permit for the proposed residential development onsite; and during grading for such development	City of Stanton Community Development Department	
3.12 NOISE					
N-1	<p>For demolition, construction, grading, foundation, and erection activities that would use vibration-producing equipment, the following mitigation measure shall be implemented in close coordination with City staff so that alternative construction techniques are undertaken.</p> <p>Prior to the start of construction activities, the construction contractor shall document, to the extent feasible, the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the off-site buildings and/or structures with</p>	Project construction contractor	Before and during project construction	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>ground-based foundations (including pools, hot-tubs, and spas) within 50 feet of any construction site boundaries.</p> <p>During construction of the project, vibratory rollers shall be restricted from operating within 30 feet of buildings or other structures, and large bulldozers and loaded trucks shall be restricted from operating within 15 feet of off-site buildings or other structures.</p> <p>Noise and vibration monitoring shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the residential property line. Vibration monitoring should occur during phases of heavy earthmoving and report incidents over 0.25 PPV (in/sec) at the adjacent residential structures.</p>				
3.16 TRANSPORTATION AND CIRCULATION					
TRA-1	<p>Prior to issuance of certificate of occupancy for the first commercial building, the applicant for the commercial phase of the project shall request and the City of Stanton shall modify the traffic signal at the intersection of Beach Boulevard and Garden Grove Boulevard to enable a right turn overlap for right turns from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. The applicant shall be responsible for the full cost of such installation.</p>	<p>Project applicant of first new or commercial building to open</p>	<p>Prior to issuance of certificate of occupancy for the first commercial building</p>	<p>City of Stanton Community Development Department</p>	
TRA-2	<p>Before issuance of the first certificate of occupancy for future developments in the Village Center project, the project applicants shall coordinate with the City of Stanton to stripe the following left-turn lanes and shall be responsible for the cost of such striping:</p> <ul style="list-style-type: none"> Westbound left turn lane on Chapman Avenue at Beach Boulevard: re-stripe 30 feet of the existing two-way median turn lane extending east from the east end of the left turn lane to a left turn lane. Eastbound left turn lane on Lampson Avenue at Beach Boulevard: extend the existing left turn lane 60 feet westward. 	<p>Project applicants</p>	<p>Before issuance of the first certificate of occupancy for future developments in the Village Center project</p>	<p>City of Stanton Community Development Department</p>	

2. Mitigation Monitoring Process

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December | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2017101007

VILLAGE CENTER

for City of Stanton

Prepared for:

City of Stanton

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Table of Contents

Section	Page
1. INTRODUCTION.....	1
1.1 PURPOSE OF MITIGATION MONITORING PROGRAM.....	1
1.2 EIR SUMMARY.....	1
1.3 ENVIRONMENTAL IMPACTS.....	2
2. MITIGATION MONITORING PROCESS	5
2.1 MITIGATION MONITORING PROGRAM ORGANIZATION.....	5

Table of Contents

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 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 MND SUMMARY

1.2.1 Project Location

21.87 acres at the northwest corner of Beach Boulevard and Garden Grove Boulevard. The southernmost 4.1 acres of the site are in the City of Garden Grove, and the balance of the site is in the City of Stanton. The City of Stanton is the lead agency for the entire project.

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1. Introduction

to the south. Village Center consists of 13 buildings and Village Center 4. The great majority of both developments is vacant. Most of the buildings and parking lots in Village Center are fenced, and the largest operating unit in either development is the Department of Motor Vehicles office at 12645 Beach Boulevard in Village Center North.

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The project would involve demolition of all 61,905 square feet of commercial uses in Village Center North and 93,391 square feet of commercial uses in Village Center; development of up to 237 condominium units of 1 to 3 bedrooms each (123 in Village Center and 114 in Village Center North); redevelopment of 42,300 square feet of commercial uses in Village Center; and re-use of 62,700 square feet of commercial uses in Village Center. In the portion of the site in Garden Grove approximately 30,320 square feet of commercial uses in the main buildings would remain, and two new commercial pads would be built along Beach Boulevard, for a total of about 38,200 square feet at project completion in Garden Grove.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

Impacts to the following resources were identified as Less than Significant in the Initial Study supporting the MND for the proposed project:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Impacts to the following resources were identified as Potentially Significant in the Initial Study supporting the MND for the proposed project. Mitigation measures set forth in the MND are required; implementation of those mitigation measures would reduce impacts to less than significant.

- Air Quality
- Biological Resources
- Cultural Resources
- Noise
- Transportation and Traffic

1. Introduction

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the MND, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1).

2. Mitigation Monitoring Process

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2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
3.3 AIR QUALITY					
AQ-1	<p>The construction contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super-compliant paints). The construction contractor shall also use pre-coated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Stanton during construction.</p>	<p>Construction contractor and architect of record</p>	<p>During preparation of building plans and during project construction</p>	<p>City of Stanton Community Development Department</p>	
AQ-2	<p>The construction contractor(s) shall use construction equipment fitted with Tier 3 engines for all construction equipment of 50 horsepower or greater. The construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City of Stanton Building Division official or his/her designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations.</p>	<p>Construction contractor and City of Stanton Building Division</p>	<p>During project construction</p>	<p>City of Stanton Community Development Department</p>	
AQ-3	<p>The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403—to further reduce PM₁₀ and PM_{2.5} emissions. The City of Stanton shall verify that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall apply non-toxic soil stabilizer according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more). • The construction contractor shall ensure that all non-essential idling 	<p>Construction contractor</p>	<p>During all construction activities including ground-disturbing activities</p>	<p>City of Stanton Community Development Department</p>	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AQ-4	of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters or higher for all equipment over 50 horsepower used during the grading phase.	Project construction contractor	During site grading	City of Stanton Community Development Department	
3.4 BIOLOGICAL RESOURCES					
BIO-1	<p>BIO-1 If construction is proposed between February 15th to August 15th, a qualified biologist must conduct a nesting bird survey(s) no more than three days prior to initiation of construction activities to document the presence or absence of nesting birds in or adjacent to the project site. The preconstruction survey(s) will focus on identifying any raptors and/or passerines nests that may be directly or indirectly affected by construction activities. Any nest permanently vacated for the season would not warrant protection pursuant to the Migratory Bird Treaty Act. If active nests are documented, the following measures are required:</p> <ul style="list-style-type: none"> Species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities are restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the Stanton Community Development Department prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods when construction activities occur near active nests to ensure that 	Qualified biologist and project construction contractor	Before and during construction activities	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<ul style="list-style-type: none"> no inadvertent impacts on these nests occur. A final report of the findings, prepared by a qualified biologist, shall be submitted to the Stanton Community Development Department prior to construction-related activities that have the potential to disturb any active nests during the nesting season. 				
3.5 CULTURAL RESOURCES					
CUL-1	<p>Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that an archaeologist has been retained to periodically observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, and shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.</p> <p>If the archaeological resources are found to be significant, the archaeological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification.</p> <p>If an archaeological resource appears to be of Native American origin, the archaeological monitor shall contact representatives of the four the tribes that have requested the City notify them of projects. The resource shall be donated to one of those tribes, to be chosen by the four tribes. A representative from that tribe shall identify the find and determine whether the find is eligible for listing in the California Register of</p>	Archaeologist and project construction contractor	Prior to the issuance of any grading permit for the proposed residential development onsite; and during grading for such development	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Historical Resources.				
	Future applicants/developers shall offer other excavated finds for curatorial purposes to the South Central Coastal Information Center at California State University, Fullerton.				
3-2	<p>Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that a paleontologist has been retained to periodically observe grading activities and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pregrade conference, and shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.</p> <p>If the paleontological resources are found to be significant, the paleontological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The paleontologist shall prepare a comprehensive report, including appropriate records for the City. If any resources are excavated, the paleontologist shall prepare excavated material to the point of identification.</p> <p>The applicant/developer shall offer excavated finds for curatorial purposes to the Los Angeles County Natural History Museum.</p>	Paleontologist and construction contractor	Prior to the issuance of any grading permit for the proposed residential development onsite; and during grading for such development	City of Stanton Community Development Department	
3.12 NOISE					
N-1	<p>For demolition, construction, grading, foundation, and erection activities that would use vibration-producing equipment, the following mitigation measure shall be implemented in close coordination with City staff so that alternative construction techniques are undertaken.</p> <p>Prior to the start of construction activities, the construction contractor shall document, to the extent feasible, the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the off-site buildings and/or structures with</p>	Project construction contractor	Before and during project construction	City of Stanton Community Development Department	

2. Mitigation Monitoring Process

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>ground-based foundations (including pools, hot-tubs, and spas) within 50 feet of any construction site boundaries.</p> <p>During construction of the project, vibratory rollers shall be restricted from operating within 30 feet of buildings or other structures, and large bulldozers and loaded trucks shall be restricted from operating within 15 feet of off-site buildings or other structures.</p> <p>Noise and vibration monitoring shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the residential property line. Vibration monitoring should occur during phases of heavy earthmoving and report incidents over 0.25 PPV (in/sec) at the adjacent residential structures.</p>				
3.16 TRANSPORTATION AND CIRCULATION					
TRA-1	<p>Prior to issuance of certificate of occupancy for the first commercial building, the applicant for the commercial phase of the project shall request and the City of Stanton shall modify the traffic signal at the intersection of Beach Boulevard and Garden Grove Boulevard to enable a right turn overlap for right turns from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. The applicant shall be responsible for the full cost of such installation.</p>	<p>Project applicant of first new or commercial building to open</p>	<p>Prior to issuance of certificate of occupancy for the first commercial building</p>	<p>City of Stanton Community Development Department</p>	
TRA-2	<p>Before issuance of the first certificate of occupancy for future developments in the Village Center project, the project applicants shall coordinate with the City of Stanton to stripe the following left-turn lanes and shall be responsible for the cost of such striping:</p> <ul style="list-style-type: none"> Westbound left turn lane on Chapman Avenue at Beach Boulevard: re-stripe 30 feet of the existing two-way median turn lane extending east from the east end of the left turn lane to a left turn lane. Eastbound left turn lane on Lampson Avenue at Beach Boulevard: extend the existing left turn lane 60 feet westward. 	<p>Project applicants</p>	<p>Before issuance of the first certificate of occupancy for future developments in the Village Center project</p>	<p>City of Stanton Community Development Department</p>	

2. Mitigation Monitoring Process

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December 2017 | Initial Study

VILLAGE CENTER

City of Stanton

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Table of Contents

Section	Page
1. INTRODUCTION.....	1
1.1 PROJECT LOCATION.....	1
1.2 ENVIRONMENTAL SETTING.....	1
1.3 PROJECT DESCRIPTION.....	3
1.4 EXISTING ZONING AND GENERAL PLAN.....	5
1.5 CITY ACTION REQUESTED.....	5
2. ENVIRONMENTAL CHECKLIST.....	19
2.1 BACKGROUND.....	19
2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	21
2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY).....	21
2.4 EVALUATION OF ENVIRONMENTAL IMPACTS.....	22
3. ENVIRONMENTAL ANALYSIS	31
3.1 AESTHETICS.....	31
3.2 AGRICULTURE AND FORESTRY RESOURCES.....	32
3.3 AIR QUALITY.....	33
3.4 BIOLOGICAL RESOURCES.....	43
3.5 CULTURAL RESOURCES.....	45
3.6 GEOLOGY AND SOILS.....	49
3.7 GREENHOUSE GAS EMISSIONS.....	54
3.8 HAZARDS AND HAZARDOUS MATERIALS.....	57
3.9 HYDROLOGY AND WATER QUALITY.....	69
3.10 LAND USE AND PLANNING.....	81
3.11 MINERAL RESOURCES.....	82
3.12 NOISE.....	82
3.13 POPULATION AND HOUSING.....	99
3.14 PUBLIC SERVICES.....	100
3.15 RECREATION.....	104
3.16 TRANSPORTATION/TRAFFIC.....	105
3.17 TRIBAL CULTURAL RESOURCES.....	125
3.18 UTILITIES AND SERVICE SYSTEMS.....	126
3.19 MANDATORY FINDINGS OF SIGNIFICANCE.....	132
4. REFERENCES.....	135
5. LIST OF PREPARERS	141
CITY OF STANTON.....	141
PLACEWORKS.....	141
KUNZMAN AND ASSOCIATES.....	141

Table of Contents

APPENDICES

Appendix A	Air Quality and Greenhouse Gas Analysis
Appendix B	Preliminary Geotechnical Investigation
Appendix C	Phase I Environmental Site Assessment
Appendix D	Phase II Environmental Site Assessment
Appendix E	Preliminary Water Quality Management Plan [Commercial Site]
Appendix F	Preliminary Drainage Study [Commercial Site]
Appendix G	Preliminary Water Quality Management Plan [Residential Site]
Appendix H	Preliminary Hydrology Study [Residential Site]
Appendix I	Noise and Vibration Analysis
Appendix J	Traffic Impact Analysis
Appendix K	Responses to Caltrans Comments

Table of Contents

List of Figures

Figure		Page
Figure 1	Regional Location	7
Figure 2	Local Vicinity	9
Figure 3	Aerial Photograph	11
Figure 4	Site Photographs, Village Center	13
Figure 5	Site Photographs, Village Center North	15
Figure 6	Site Plan	17
Figure 7	Soil and Soil Vapor Borings Locations	65
Figure 8	Height Restriction Zone, Joint Forces Training Base Los Alamitos	67
Figure 9	Proposed Vegetated Biotreatment System Locations	73
Figure 10	Biotreatment System Unit	75
Figure 11	Traffic Study Area	109
Figure 12	Project Average Daily Traffic Volumes	115
Figure 13	Other Projects Locations Map	121

List of Tables

Table		Page
Table 1	Project Buildout Statistics	4
Table 2	Maximum Daily Construction Emissions	35
Table 3	Maximum Daily Construction Emissions, Mitigated	36
Table 4	Maximum Daily Operation Emissions	37
Table 5	Localized Construction Emissions	39
Table 6	Localized Construction Emissions, Mitigated	40
Table 7	Project-Related GHG Emissions	55
Table 8	Hazardous Materials Sites on Properties Adjacent to Project Site	60
Table 9	Construction Best Management Practices	71
Table 10	Existing Conditions Traffic Noise Levels	83
Table 11	Exterior Noise Limits	85
Table 12	Interior Noise Limits	85
Table 13	Base Ambient Noise Levels	86
Table 14	Project Buildout Traffic Noise Increases	88

Table of Contents

Table		Page
Table 15	Groundborne Vibration Criteria: Human Annoyance.....	90
Table 16	Groundborne Vibration Criteria: Architectural Damage	90
Table 17	Vibration Levels for Common Construction Equipment.....	91
Table 18	Maximum Vibration Levels at Nearest Structures ¹	92
Table 19	Average Vibration Levels at Nearest Sensitive Receptors ¹	93
Table 20	Average Project-Related Construction Noise Levels (L_{eq}).....	96
Table 21	Maximum Project-Related Construction Noise Levels (L_{max}).....	97
Table 21	Schools Serving the Project Site	101
Table 22	Student Generation Factors, Garden Grove Unified School District.....	102
Table 23	Study Area Intersections.....	106
Table 24	Levels of Service	107
Table 25	Existing Intersection Levels of Service	112
Table 26	Project Trip Generation.....	114
Table 27	Existing Plus Project Intersection Levels of Service.....	117
Table 28	Trip Generation by Other Projects.....	118
Table 29	Opening Year (2019) Without Project Intersection Levels of Service.....	119
Table 30	Opening Year (2019) With-Project Intersection Levels of Service	120
Table 31	Water Supplies and Demands, Golden State Water Company West Orange District, acre-feet per year.....	130
Table 32	Water Supplies and Demands, Garden Grove Water Services Division, acre-feet per year	130
Table 33	Estimated Project Solid Waste Generation	131

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L _{dn}	day-night noise level
L _{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M _w	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O ₃	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model

Abbreviations and Acronyms

tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Introduction

The project applicants, Frontier Real Estate Investments and Brookfield Homes Southern California LLC, are seeking approvals from the cities of Stanton and Garden Grove for redevelopment of the Village Center project at 12639 to 12975 Beach Boulevard in the City of Stanton and 7901 to 7955 Garden Grove Boulevard in the City of Garden Grove. The City of Stanton is the lead agency for the whole project. The City of Garden Grove is a responsible agency for the portion of the project in Garden Grove.

1.1 PROJECT LOCATION

The project site is at the northwest corner of the intersection of Beach Boulevard and Garden Grove Boulevard in the cities of Garden Grove and Stanton in west Orange County. Street addresses onsite range from 12639 to 12975 Beach Boulevard in the City of Stanton and 7901 to 7955 Garden Grove Boulevard in the City of Garden Grove. The City of Stanton is surrounded by the City of Garden Grove to the south and southeast, the City of Cypress to the west, and the City of Anaheim to the north. The western part of the City of Garden Grove, which contains part of the project site, is surrounded by the City of Westminster to the south, the cities of Seal Beach and Los Alamitos to the west, and the City of Stanton to the north.

Regional access to the site is from State Route 22 (SR-22, or the Garden Grove Freeway), which crosses Beach Boulevard about 0.2 mile to the south (see Figures 1, *Regional Location*, and 2, *Local Vicinity*).

Village Center extends from Garden Grove Boulevard north to Village Center Drive, and Village Center North comprises the balance of the site north of Village Center Drive. The whole site is about 21.87 acres.

Village Center spans about 15.3 net acres consisting of approximately 4.1 acres in the City of Garden Grove at the south end of the site and 11.2 acres in the City of Stanton. Village Center North encompasses about 6.5 acres. Access to Village Center is from Garden Grove Boulevard, Beach Boulevard, and Village Center Drive, and access to Village Center North is from Beach Boulevard and Village Center Drive (see Figure 3, *Aerial Photograph*).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The site is currently developed with 217,996 square feet of retail and office space: 61,905 square feet in Village Center North, north of Village Center Drive, and the remaining 156,091 square feet in Village Center to the south (see Figure 3).

1. Introduction

Village Center

Village Center consists of 13 buildings: 2 in the main part of the development and 2 satellite buildings—one on Garden Grove Boulevard and one on Beach Boulevard—are in the City of Garden Grove; 6 buildings in the main part of the development and 3 satellite buildings on Beach Boulevard are in the City of Stanton. Parking for Village Center is in the east part of the property (see Figure 4, *Site Photographs, Village Center*). The great majority of Village Center is vacant; most of the buildings and most of the main parking lot on the east side of the development are all fenced with chain-link. As of a site visit on May 22, 2017, the operating businesses in Village Center were:

- Insurance agency, 12849 Beach Boulevard
- Hydroponics retailer, 12797 Beach Boulevard
- Piano retailer, 7943 and 7949 Garden Grove Boulevard
- Hearing aid retailer, 7911 Garden Grove Boulevard
- Dentist office, 7923 Garden Grove Boulevard
- Accountant, 7927 Garden Grove Boulevard

The piano retailer is in a satellite building in the south end of the development; the remaining businesses are in the main buildings, with three of them (hearing aid retailer, dentist office, and accountant) in the southernmost of the main buildings.

Village Center North

Village Center North consists of two main buildings and two satellite buildings along Beach Boulevard (see Figure 3). Parking for Village Center North is in the east and northwest parts of the property. Most of Village Center North is also vacant; the only unit in operation is a Department of Motor Vehicles office at 12645 Beach Boulevard, the northern of the two main buildings (see Figure 5, *Site Photographs, Village Center North*).

Site History

The project site was fully occupied from the opening of the existing commercial land uses in the early 1980's until about 2010, when some vacancies started occurring due to the recession. Vacancies gradually increased until the buildings were about 75 percent occupied in 2014 and then less than 20 percent occupied by May 2017, by which time most of the buildings and parking lots in Village Center were fenced.

1.2.2 Surrounding Land Use

The project site is surrounded by commercial uses and a mobile home park to the east opposite Beach Boulevard; by single-family residences to the north; by commercial and attached single-family residential uses to the west; and by commercial uses opposite Garden Grove Boulevard to the south (see Figure 3, *Aerial Photograph*).

1. Introduction

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The applicant seeks to redevelop the entire Village Center North site with up to 114 residential condominium units and the northern part of Village Center with up to 123 condominium units, for a total of up to 237 units. Project development would involve demolition of most of the commercial building area onsite and redevelopment of approximately the southern half of Village Center with commercial uses; commercial uses (remaining and redeveloped) would total about 105,000 square feet (see Figure 6, *Site Plan*). The applicant will submit two entitlement applications to the City, one for the commercial components of the project and one for the residential components.

Residential

Village Center North would be redeveloped with up to 114 condominium units ranging in size from one to three bedrooms. Most of the north half of Village Center would be redeveloped with up to 123 units, for a total of up to 237 units of various sizes:

- 1-bedroom units: 730 square feet
- 2-bedroom units: 1,070 to 1,218 square feet
- 3-bedroom units: 1,373 to 1,843

Slightly over half the unit total—that is, slightly over 119 units—are expected to be 3-bedroom units. Less than 10 percent, or fewer than 24 units, are expected to be 1-bedroom units, with the remainder being 2-bedroom units.

Commercial

All of the commercial uses in Village Center North would be demolished. Most of the approximately 156,091 square feet of commercial uses in Village Center would be demolished. About 62,700 square feet of commercial uses in Village Center would remain (see Table 1, *Project Buildout Statistics*), including two major retail spaces (Major 1 and Major 2: 19,800 and 31,000 square feet, respectively) and seven small retail spaces in the southwest corner of the site that total about 10,520 square feet.

1. Introduction

Table 1 Project Buildout Statistics

	Existing	To be Demolished	Remaining After Demolition	Redevelopment	Total at Project Completion	Net Change
Village Center						
Commercial square feet	156,091	93,391	62,700	42,300	105,000	-51,091
Residential units	0	0	0	Up to 123	Up to 123	Up to 123
Village Center North						
Commercial square feet	61,905	61,905	0	0	0	-61,905
Residential units	0	0	0	Up to 114	Up to 114	Up to 114
Total						
Commercial square feet	217,996	155,296	62,700	42,300	105,000	-112,996
Residential units	0	0	0	Up to 237	Up to 237	Up to 237

Source: Carpenter 2017a, 2017b.

Approximately 42,300 square feet of commercial land uses would be built in the Village Center site, including a 9,120-square-foot addition to Major 2, which would be 40,120 square feet at project completion; small retail spaces in the west-central part of Village Center totaling about 11,540 square feet; and five pads along the east side of the site next to Beach Boulevard totaling about 21,640 square feet.

Major 1, seven shops, and two commercial pads, totaling about 38,200 square feet—or about 36 percent of total commercial uses at project completion—would be in the City of Garden Grove; the remainder of the commercial uses would be in the City of Stanton. The existing buildings in Garden Grove total about 45,000 square feet. The project would retain 30,320 square feet of existing main buildings; demolish two outbuildings totaling about 14,700 square feet; and develop two new outbuildings totaling about 7,880 square feet, for a net decrease of approximately 6,820 square feet.

Buildout statistics for the proposed project are shown above in Table 1.

1.3.2 Project Phasing

Construction

Commercial Phase

The overall construction schedule for the commercial phase of the project is eight months, from February through September 2018.

- **Demolition and Site Clearance.** Building demolition and debris haul would require about one month (February 2018). Asphalt demolition and debris haul would require about seven months (February through August 2018).
- **Grading and Utilities Trenching.** Rough grading and utility trenching combined would take about one month (March 2018). Fine grading would last approximately two weeks (first half of April 2018).

1. Introduction

- **Building Construction.** Building construction is estimated to last about six months, March through August 2018.
- **Architectural Coating.** Architectural coating would take approximately one month, September 2018.
- **Asphalt Paving.** Asphalt paving is estimated to last about two weeks—the first half of September 2018.
- **Finishing, and Landscaping.** Finishing and landscaping would require about one month, September 2018.

Residential Phase

The project applicants assume that the residential phase of the project would be developed after the commercial phase. Detailed phasing information for the residential phase is not currently available. The overall construction duration for the residential phase is anticipated to last longer—perhaps at least several months longer—than the commercial phase due to the larger construction effort in the residential phase (up to 281,368 square feet in the residential phase compared to 42,300 square feet in the commercial phase). The air quality, greenhouse gas, and noise analyses in this Initial Study assumed that the commercial and residential phases of the project would be built simultaneously, as a conservative analysis, due to the lack of phasing information regarding the residential phase.

Operation

Residents

The proposed residential units at full occupancy are estimated to house about 846 persons based on the estimated average household size in the City of Stanton in 2017 of 3.57 persons (CDF 2017).

Employment

Retail and service uses in Orange County are estimated to generate approximately one job per 617 square feet (Natelson 2001); thus, operation of the approximately 105,000 square feet of commercial uses is estimated to generate about 170 jobs.

1.4 EXISTING ZONING AND GENERAL PLAN

The existing City of Stanton General Plan land use designation is South Gateway Mixed Use District, while the existing zoning designation is General Commercial with the South Gateway Mixed Use Overlay. The part of the project site in Garden Grove is zoned C-2, Community Commercial, and has a General Plan land use designation of Light Commercial.

1.5 CITY ACTION REQUESTED

City of Stanton

- Approval of Development Plan

1. Introduction

- Approval of Parcel Map (Commercial Phase)
- Approval of Tentative Tract Map (Residential Phase)
- Conditional Use Permits for Development

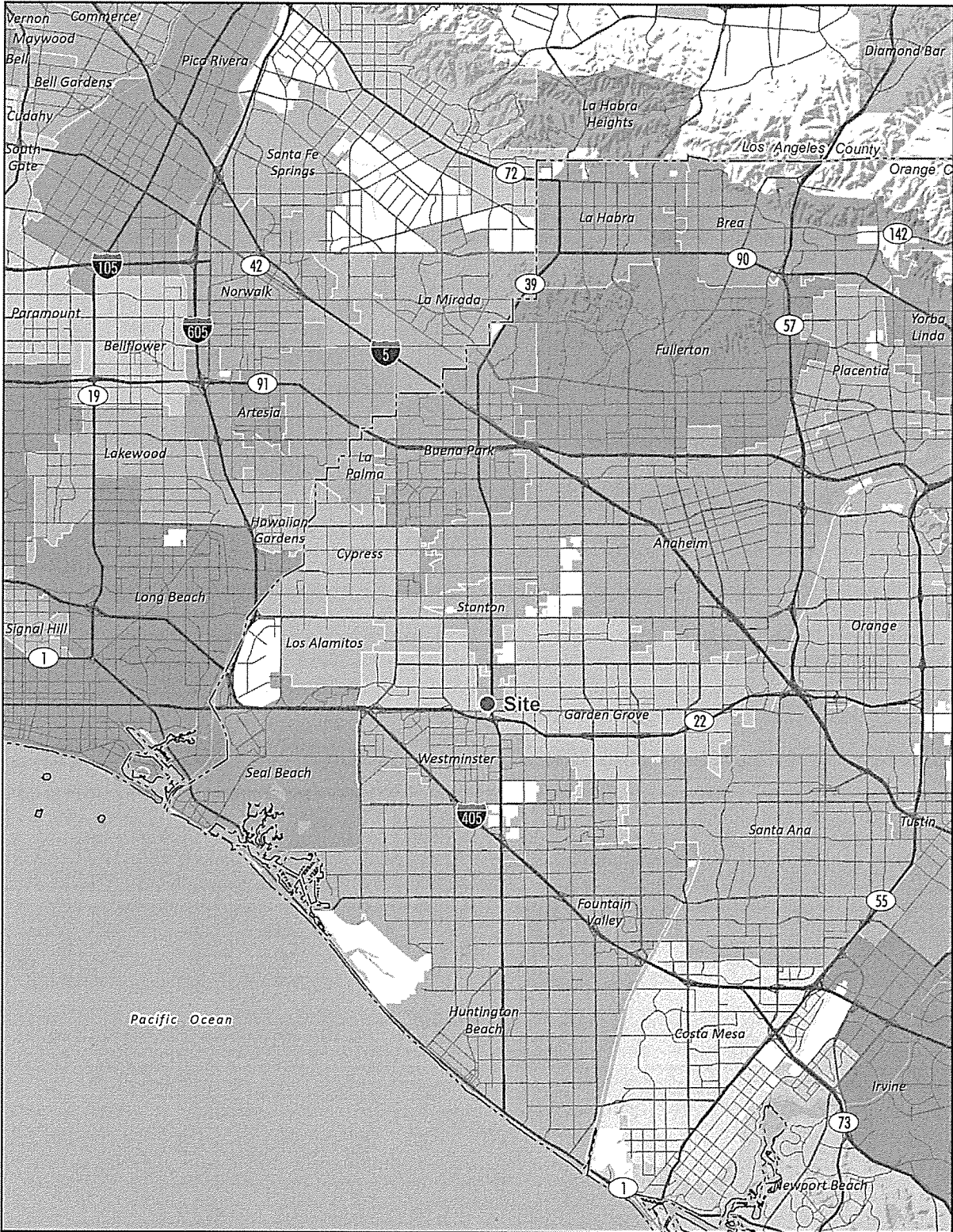
City of Garden Grove

- Approval of Parcel Map (Commercial Phase)
- Approval of Development Plan
- Conditional Use Permits for Development

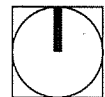
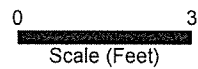
1. Introduction

Figure 1 Regional Location

Figure 1 - Regional Location
1. Introduction



Note: Unincorporated county areas are shown in white.

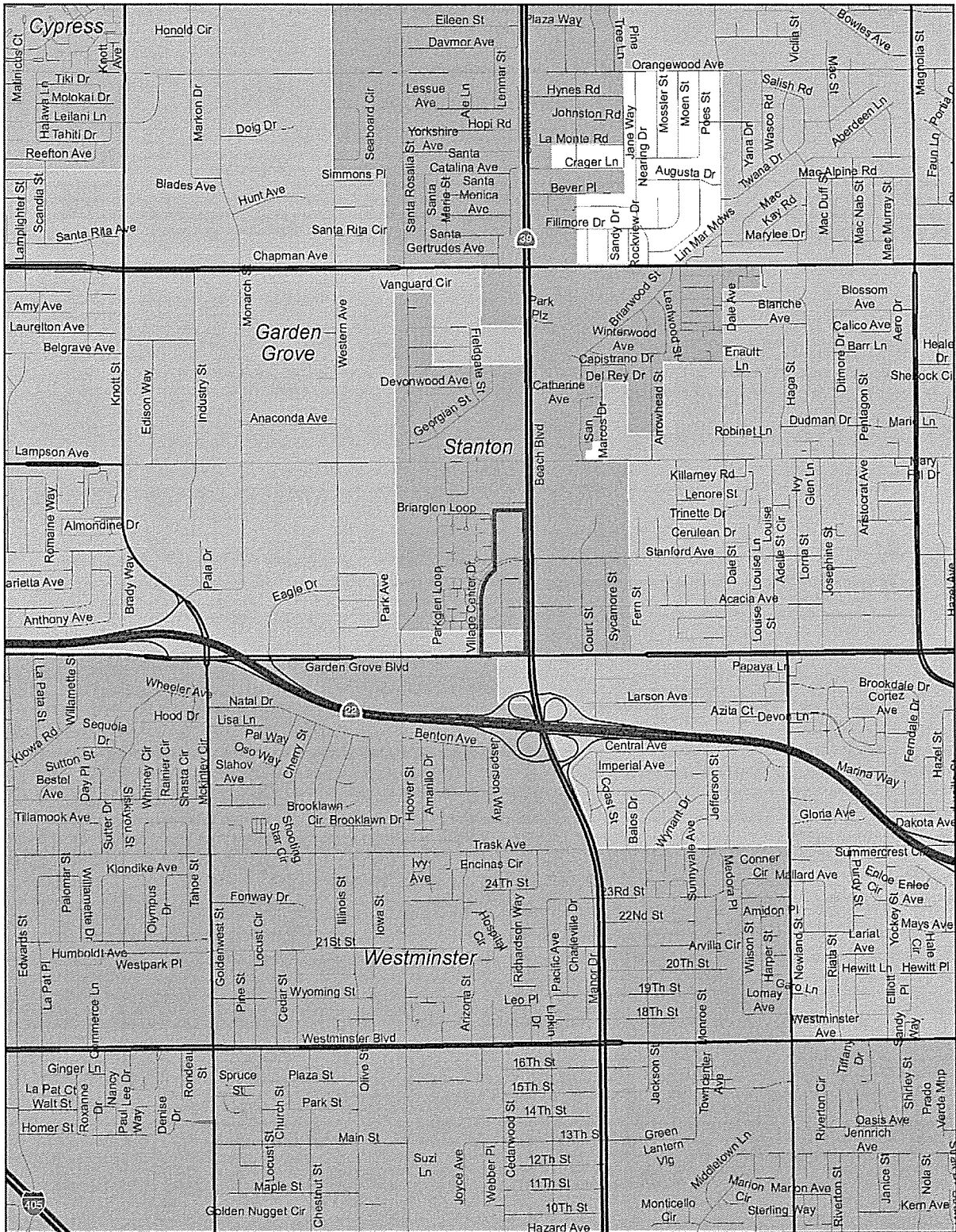


Source: ESRI, 2017

1. Introduction

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Figure 2 - Local Vicinity
1. Introduction

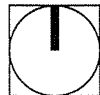


Note: Unincorporated county areas are shown in white.

— Project Boundary

Source: ESRI, 2017

0 2,000
Scale (Feet)



1. Introduction

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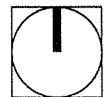
Figure 3 - Aerial Photograph
1. Introduction



— Project Boundary

- - - - - City Boundary

0 500
Scale (Feet)



1. Introduction

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Figure 4 - Site Photographs, Village Center
1. Introduction

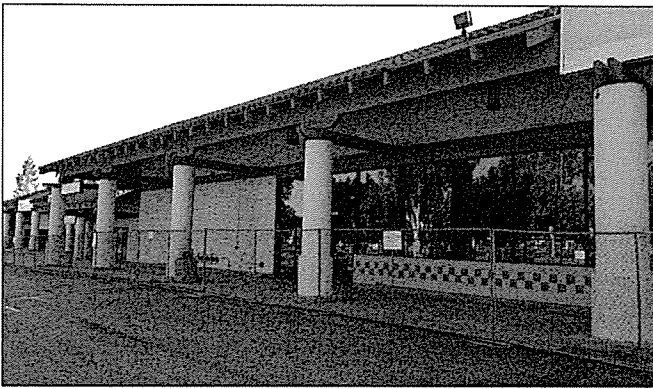


Photo 1. View looking southwest toward vacant commercial buildings in the central part of Village Center.



Photo 2. View looking south of a piano store in the southeast part of Village Center



Photo 3. View looking southwest from the east part of Village Center of the fenced main parking lot with vacant commercial buildings in the background.

1. Introduction

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Figure 5 - Site Photographs, Village Center North
1. Introduction



Photo 1. View looking north from the central part of Village Center North of the DMV Building.



Photo 2. View looking southwest from the central part of Village Center North.

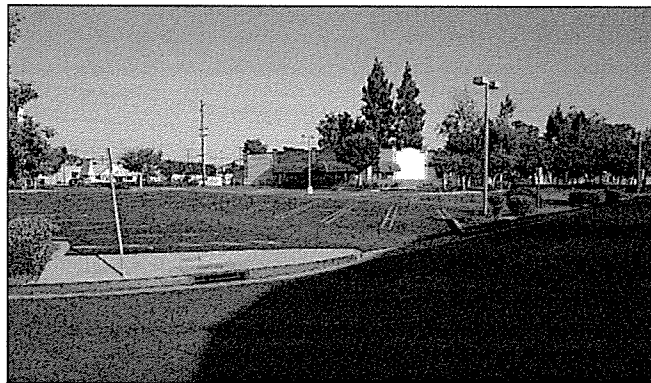
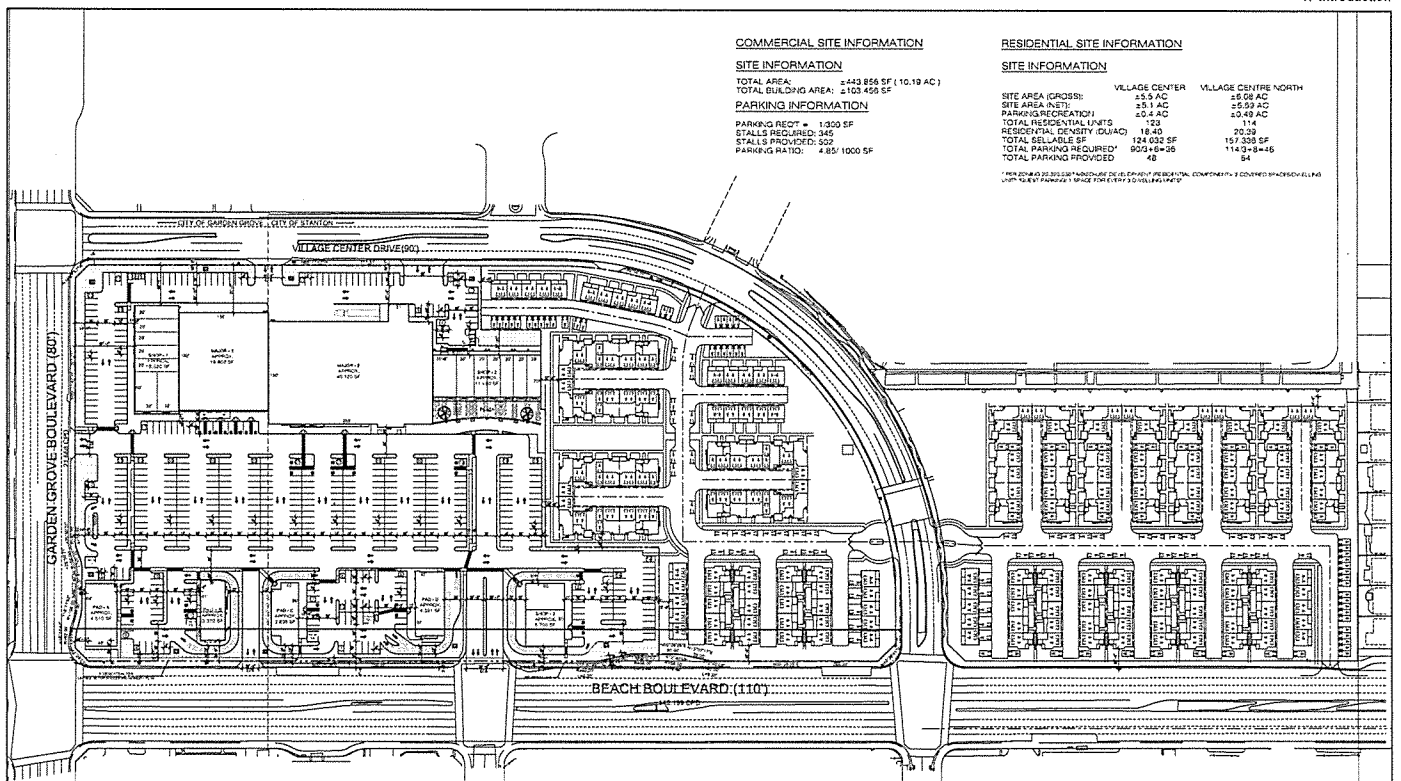


Photo 3. View looking southeast from the central part of Village Center North of the parking lot with a vacant satellite building in the background.

1. Introduction

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Figure 6 - Site Plan
1. Introduction



COMMERCIAL SITE INFORMATION

SITE INFORMATION
 TOTAL AREA: 2,443,856 SF (10.19 AC)
 TOTAL BUILDING AREA: 2,103,456 SF
PARKING INFORMATION
 PARKING REQ'D: 1,000 SP
 STALLS PROVIDED: 345
 PARKING PATIO: 4,851,000 SF

RESIDENTIAL SITE INFORMATION

SITE INFORMATION	VILLAGE CENTER	VILLAGE CENTER NORTH
SITE AREA (GROSS):	25.5 AC	26.08 AC
SITE AREA (NET):	23.1 AC	23.59 AC
PARKING (RECREATION):	40.4 AC	20.40 AC
TOTAL RESIDENTIAL UNITS:	133	114
RESIDENTIAL DENSITY (DU/AC):	18.40	20.39
TOTAL BELLWALL SF:	124,032 SF	157,336 SF
TOTAL PARKING REQUIRED:	902/18-26	114/3-8-16
TOTAL PARKING PROVIDED:	48	54

* THIS DEVELOPMENT IS SUBJECT TO THE CITY OF STANTON'S RESIDENTIAL DEVELOPMENT & COVERED PARKING REGULATIONS. VISIT WWW.CITYOFSTANTON.COM FOR MORE INFORMATION.

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Village Center.

2. **Lead Agency Name and Address:**

City of Stanton
7800 Katella Avenue,
Stanton, CA 90680

3. **Contact Person and Phone Number:**

Kelly Hart, Community Development Director
714/890-4213

4. **Project Location:**

The site is about 21.87 acres at the northwest corner of Beach Boulevard and Garden Grove Boulevard. Approximately the southernmost 4.1 acres are in the City of Garden Grove, and the balance of the site is in the City of Stanton (see Figure 3, *Aerial Photograph*).

5. **Project Sponsor's Name and Address:**

Frontier Real Estate Investments
610 Newport Center Drive, Suite 410
Newport Beach, CA 92660

6. **General Plan Designation:** South Gateway Mixed Use District.

7. **Zoning:** General Commercial with the South Gateway Mixed Use Overlay

8. **Description of Project:**

Project development would involve demolition of 155,296 square feet of existing commercial and civic uses and development of 42,300 square feet of commercial uses and up to 237 condominium units. All of the proposed commercial uses and up to 114 of the proposed residential units would be in Village Center. Village Center North would be redeveloped with up to 123 residential units.

9. **Surrounding Land Uses and Setting:**

Village Center consists of 13 commercial buildings, almost all of which are vacant and fenced. The main parking area for Village Center, on the east side of the property, is also mostly fenced. Village Center North consists of four buildings; the development is vacant except for a Department of Motor Vehicles office at 12645 Beach Boulevard.

2. Environmental Checklist

The project site is surrounded by commercial uses and a mobile home park to the east opposite Beach Boulevard; by single-family residences to the north; by commercial and attached single-family residential uses to the west; and by commercial uses opposite Garden Grove Boulevard to the south.

10. Other Public Agencies Whose Approval Is Required:

- Santa Ana Regional Water Quality Control Board: Water Quality Management Plan approval
- South Coast Air Quality Management District: permit to construct
- City of Garden Grove: Responsible Agency respecting discretionary permits for proposed uses in Garden Grove.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Four tribes have requested that the City of Stanton notify them of projects. Letters notifying the tribes and inviting the tribes to consult with the City were sent on July 5 2017:

- San Gabriel Band of Mission Indians
- Soboba Band of Luiseno Indians
- Juaneño Band of Mission Indians/Acjachemen Nation
- Gabrieleño/Kizh Tribe

As of the date of publication of this Initial Study, no responses have been received from any of the tribes.

2. Environmental Checklist

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards / Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

2. Environmental Checklist

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question; and
 - the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) 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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) 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 Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) 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?				X
d) 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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) 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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site			X	
d) 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 off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) 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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	
XIII. POPULATION AND HOUSING. Would the project:				
a) 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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	
XV. RECREATION.				
a) Would the project 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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water 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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

The project consists of two portions, a residential portion and a commercial portion. The commercial portion is partly in the City of Stanton and partly in the City of Garden Grove. Some technical studies for the project were prepared for the residential and commercial portions of the project separately—for instance, the hydrology studies and preliminary water quality management plans.

Thus, for some CEQA resources—hydrology and water quality, for instance—the residential and commercial portions of the site are analyzed separately. Such separate analyses are identified at the beginning of each section where they are used. The entire project site is analyzed as one unit unless specified otherwise.

Baseline

The analysis in this Chapter uses a baseline of historical conditions in 2014 when the buildings onsite were about 75 percent occupied. The buildings, constructed in the early 1980's, were at or near full occupancy until about 2010. Therefore, a historical baseline (75 percent occupied) is considered to better reflect recent historical conditions onsite than an existing conditions baseline.

3.1 AESTHETICS

Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

Less Than Significant Impact. Vistas of part of the San Gabriel Mountains are visible from the east edge of the site along Beach Boulevard, and vistas of part of the Santa Ana Mountains are visible from the south edge of the site along Garden Grove Boulevard. The proposed commercial pads along Beach Boulevard would be set back at least 22 feet from the project site property boundary and about 16 feet from the property boundary along Garden Grove Boulevard. Project development would not block scenic vistas, and impacts would be less than significant.

b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

Less Than Significant Impact. There are no historic buildings or rock outcroppings onsite. Trees onsite are ornamental landscape trees that are not regarded as scenic resources. The nearest state scenic highway to the site is SR-91, the Riverside Freeway, about 11 miles to the northeast (Caltrans 2011). Project development

3. Environmental Analysis

would not substantially damage scenic resources, and impacts would be less than significant. No mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The site is developed with commercial buildings and surface parking lots. Nearly all the buildings, and most of the parking lots, are vacant and fenced. The proposed redevelopment with up to 237 residential units and commercial land uses would constitute an improvement to the existing visual character of the project site and would not substantially degrade visual character of the site. Impacts would be less than significant and no mitigation is needed.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Project development would include construction of interior and exterior building lights, parking lot lights, and walkway lights. Project operation would involve vehicle lights onsite. The types of lighting that would be installed during project development would be typical of those on existing land uses on and near the site. Development would not create a new source of substantial nighttime light that would adversely affect nighttime views in the area.

The exteriors of the proposed commercial and residential buildings would not contain substantial amounts of high-glare materials, which include dark and/or mirrored glass and polished stone and metal. The proposed pylon sign near the southwest corner of the site would display lighted business names only and would not contain electronic displays or generate substantial glare. Impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) 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?

No Impact. The project site is mapped as Urban and Built-Up Land, and not as any category of farmland, on the California Important Farmland Finder maintained by the Division of Land Resource Protection

3. Environmental Analysis

(DLRP 2017). Project development would not convert important farmland to non-agricultural uses, and no impact would occur. No mitigation is needed.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is not zoned for agricultural use: the portion of project site in Stanton is zoned for General Commercial use with the South Gateway Mixed Use Overlay; and the part of the project site in Garden Grove is zoned C-2, Community Commercial. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. There are no Williamson Act contracts in effect on the project site. No impact would occur and no mitigation is needed.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is zoned for General Commercial use with the South Gateway Mixed Use Overlay (City of Stanton) and Community Commercial (City of Garden Grove) and is not zoned for forest land, timberland, or timberland production. No impact would occur and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There is no forest land onsite. Trees onsite are ornamental landscape trees and are not cultivated for forest resources. Project development would not cause a loss of forest land and no impact would occur. No mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is built out with urban uses and is in an urbanized region. Project development would have no indirect impact on conversion of farmland to non-agricultural uses, and no impact would occur. No mitigation is needed.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the

3. Environmental Analysis

federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2016).

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. The most recent comprehensive plan is the 2016 AQMP, adopted on March 3, 2017 (see Appendix A to this Initial Study for a description of the 2016 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections.

The proposed project involves construction of up to 237 residential condominiums and approximately 42,300 square feet of commercial and retail space. The proposed project is not a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines. Therefore, the project would not have the potential to substantially affect SCAG's demographic projections. Additionally, the regional emissions generated by construction and operation of the proposed project would be less than the SCAQMD emissions thresholds, and SCAQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Thus, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts are less than significant and no mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact with Mitigation Incorporated. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

3. Environmental Analysis

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction activities would occur on the entire 21.87 acres of the project site. Construction would involve building and asphalt demolition, site preparation, utility trenching, building construction, paving, and finishing. Site preparation, driveway demolition, utility trenching, would start in February of 2018 and would end in September 2018. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1, based on the project's preliminary construction schedule, phasing, and equipment list. The construction schedule is based on preliminary engineering and is subject to changes during final design and as dictated by field conditions. Results of the construction emission modeling are shown in Table 2, *Maximum Daily Regional Construction Emissions*. As shown in the table, criteria air pollutant emissions from operation activities would exceed the SCAQMD regional significance thresholds for VOC and NO_x during construction.

Table 2 Maximum Daily Construction Emissions

Source	Maximum Daily Emissions (lbs/Day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀ Total ²	PM ₁₀ Total ²
Phase 1						
Year 2018						
Site Preparation	5	46	23	<1	11	7
Demo + Demo Haul + Asphalt Haul	5	51	29	<1	5	3
Demo + Asphalt Haul + Grading + Trenching	10	110	68	<1	10	7
Grading/Building + Trenching + Demo + Asphalt Haul	13	130	83	<1	11	8
Building + Demo + Asphalt Haul	9	81	61	<1	9	5
Building + Asphalt Haul	5	38	34	<1	6	3
Paving + Architectural Coating	134	20	20	<1	2	1
Maximum Daily Emissions	134	130	83	<1	11	8
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Threshold	Yes	Yes	No	No	No	No

Source: CalEEMod Version 2016.3.1. Highest winter or summer emissions are reported.

Notes: lbs: Pounds; N/A: Not Applicable. Bold: Exceed Threshold.

¹ Construction phasing is based on the preliminary information and equipment list. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Because VOC and NO_x concentration would exceed SCAQMD's significance thresholds during construction activities, Mitigation Measures AQ-1 and AQ-2 are required:

3. Environmental Analysis

Mitigation Measures

MM AQ-1 The construction contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under South Coast Air Quality Management District Rule 1113 (i.e., super-compliant paints). The construction contractor shall also use precoated/natural-colored building materials, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans and verified by the City of Stanton during construction.

MM AQ-2 The construction contractor(s) shall use construction equipment fitted with Tier 3 engines for all construction equipment of 50 horsepower or greater. The construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City of Stanton Building Division official or his/her designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations.

As shown in Table 3, *Maximum Daily Construction Emissions, Mitigated*, criteria air pollutant emissions from construction activities would not exceed the SCAQMD regional significance thresholds during construction with the incorporation of Mitigation Measures AQ-1 and AQ-2. Therefore, air quality impacts from project-related construction activities would be less than significant with mitigation incorporated.

Table 3 Maximum Daily Construction Emissions, Mitigated

Source	Maximum Daily Emissions (lbs/Day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀ Total ²	PM ₁₀ Total ²
Phase 1						
Year 2018						
Site Preparation	1	20	24	<1	8	5
Demo + Demo Haul + Asphalt Haul	1	30	31	<1	3	2
Demo + Asphalt Haul + Grading + Trenching	3	37	71	<1	23	6
Grading/Building + Trenching + Demo + Asphalt Haul	4	69	87	<1	8	5
Building + Demo + Asphalt Haul	4	51	65	<1	7	3
Building + Asphalt Haul	3	29	35	<1	6	2
Paving + Architectural Coating	38	13	22	<1	2	1
Maximum Daily Emissions	38	69	87	<1	23	6
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.1. Highest winter or summer emissions are reported.

Notes: lbs: Pounds; N/A: Not Applicable. Bold: Exceed Threshold.

¹ Construction phasing is based on the preliminary information and equipment list. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by the South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Includes Mitigation Measure AQ-1, which requires use of low-VOC paint, and AQ-2, which requires use of Tier 3 offroad engines.

3. Environmental Analysis

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions generated by the project would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), energy use (natural gas), and mobile sources (i.e., vehicle trips)). The proposed project would generate 8,586 average daily vehicle trips at buildout in 2019. Utilizing the historical full occupancy¹ trip rate for the commercial shopping center provided by Kunzman (2017), the existing shopping center would produce approximately 14,474 average daily vehicle trips in the year 2019. Criteria air pollutant emissions were modeled using CalEEMod. Criteria air pollutant emissions associated with the proposed project are compared to the historical baseline based on a fully occupied retail site² and SCAQMD's significance thresholds in Table 4, *Maximum Daily Operation Emissions*. As shown in the table, criteria air pollutant emissions from operation activities would not exceed the SCAQMD regional significance thresholds for operation. Therefore, operation-phase regional air quality impacts are considered less than significant.

Table 4 Maximum Daily Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)			
	VOC	NO _x	PM ₁₀ Total	PM _{2.5} Total
Historical Baseline – 2019¹				
Area	1	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile Sources	5	18	12	3
Total Emissions	6	18	12	3
SCAQMD Threshold	55	55	150	550
Exceeds Threshold	No	No	No	No
Proposed Project – 2019				
Area	10	<1	<1	<1
Energy	<1	1	<1	<1
Mobile Sources	13	54	43	12
Total Emissions	23	56	43	12
SCAQMD Threshold	55	55	150	550
Exceeds Threshold	No	No	No	No
Net Emissions				
Area	5	<1	<1	<1
Energy	<1	1	<1	<1
Mobile Sources	8	35	28	8
Total Emissions	13	36	28	8
SCAQMD Threshold	55	55	150	550
Exceeds Threshold	No	No	No	No

Source: CalEEMod Version 2016.3.1. Highest winter or summer emissions are reported.

Notes: lbs: Pounds; N/A: Not Applicable. Totals may not total to 100 percent due to rounding.

¹ Historical land use emissions were modeled out to year 2019 using CalEEMod in accordance with SCAQMD methodology.

¹ Under *North County Advocates v. City of Carlsbad (2015) 241 Cal.App.4th*, lead agencies have the discretion to devise a baseline that accommodates fluctuating operating conditions.

² Ibid.

3. Environmental Analysis

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Less Than Significant Impact. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2016). According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). Construction and operational activities would not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants, and impacts would be less than significant. No mitigation measures are required.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact with Mitigation Incorporated. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area. Receptors proximate to the proposed project site are the residences to the west and northwest.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 5, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's screening-level construction LSTs. Differing LST acreage thresholds are based on equipment mix and acreage disturbed during each construction phase. As shown in the table, the maximum daily NO_x and CO construction emissions generated from onsite construction-related activities would be less than their respective SCAQMD LSTs. However, maximum daily PM₁₀ and PM_{2.5} emissions would exceed their respective SCAQMD LSTs.

3. Environmental Analysis

Table 5 Localized Construction Emissions

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demo + Bldg Demo Haul + Asphalt Haul	43	27	4.41	2.46
SCAQMD <1.00 acre LST	81	485	4.00	3.00
Exceeds LST?	No	No	Yes	No
Building + Asphalt Demo Haul	23	18	1.30	1.68
Building + Paving + Coating	43	34	2.61	2.44
SCAQMD 1.5 acre LST	98	600	5.00	3.00
Exceeds LST?	No	No	No	No
Site Preparation	48	22	2.58	2.37
SCAQMD 3 acre LST	149	984	9	5
Exceeds LST?	No	No	No	No
Demo + Asphalt Haul + Grading + Trenching	107	66	10.76	6.67
Grading/Building + Trenching + Demo + Asphalt Haul	127	78	11.99	7.85
Building + Demo + Asphalt Haul	66	44	5.57	3.82
SCAQMD 5 acre LST	183	1,253	13	7
Exceeds LST?	No	No	No	Yes

Source: CalEEMod Version 2016.3.1., and SCAQMD 2008 & 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the proposed project site in Source Receptor Area (SRA) 17.

¹ The construction schedule is based on preliminary construction information. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Because PM₁₀ and PM_{2.5} emissions due to project construction activities would exceed SCAQMD's LST significance thresholds, the following mitigation measures are proposed:

Mitigation Measures

MM AQ-3 The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403—to further reduce PM₁₀ and PM_{2.5} emissions. The City of Stanton shall verify that these measures have been implemented during normal construction site inspections.

- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall apply non-toxic soil stabilizer according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more).

3. Environmental Analysis

- The construction contractor shall ensure that all non-essential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

MM AQ-4 The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters or higher for all equipment over 50 horsepower used during the grading phase.

Mitigation Measures AQ-2 through AQ-4 would reduce the project's localized construction emissions, as shown in Table 6, *Localized Construction Emissions, Mitigated*. The results indicate that, with mitigation, PM₁₀ and PM_{2.5} concentration would be less than the SCAQMD's localized significance thresholds. Therefore, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant with mitigation.

Table 6 Localized Construction Emissions, Mitigated

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demo + Bldg Demo Haul + Asphalt Haul	22	29	2.94	1.37
SCAQMD <1.00 acre LST	81	485	4.00	3.00
Exceeds LST?	No	No	No	No
Building + Asphalt Demo Haul	14	18	2.49	1.16
Building + Paving + Coating	27	37	1.63	1.63
SCAQMD 1.5 acre LST	98	600	5.00	3.00
Exceeds LST?	No	No	No	No
Site Preparation	19	23	0.97	0.96
SCAQMD 3 acre LST	149	984	9	5
Exceeds LST?	No	No	No	No
Demo + Asphalt Haul + Grading + Trenching	54	70	6.26	3.06
Grading/Building + Trenching + Demo + Asphalt Haul	66	85	8.28	4.92
Building + Demo + Asphalt Haul	14	18	2.49	1.16
SCAQMD 5 acre LST	183	1,253	13	7
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.1., and SCAQMD 2008 & 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs are based on receptors within 82 feet (25 meters) of the proposed project site in Source Receptor Area (SRA) 17.

¹ The construction schedule is based on preliminary construction information. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of Mitigation Measure AQ-3, which requires enhanced fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of three times per day, use of non-toxic soil stabilizers, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Includes Mitigation Measure AQ-2, which requires use of Tier 3 offroad engines and AQ-4, which requires use of diesel particulate filters (DPF) during the grading phase.

Construction Health Risk

SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate

3. Environmental Analysis

matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments in March 2015. OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. The proposed project is anticipated to be developed in approximately ten months, which would limit the exposure to onsite and offsite receptors. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. In addition, with mitigation measures AQ-3 and AQ-4, construction activities would not exceed LST significance thresholds. For these reasons, it is anticipated that construction emissions would not pose a threat to offsite receptors, and project-related construction health impacts would be less than significant and no mitigation measures are required.

Operational Health Risk

The proposed project would not create new major sources of TACs or PM_{2.5}. The California Supreme Court in a December 2015 opinion (*California Building Industry Association v Bay Area Air Quality Management District*, 62 Cal. 4th 369, No. S213478 [2015]) confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, and not the effects the existing environment may have on a project unless it would exacerbate an environmental hazard. The proposed project would locate new residential receptors approximately 230 feet from an existing gasoline dispensing station along West Garden Grove Boulevard. While the proposed project would place new residential receptors near an existing stationary source of criteria air pollutants, it would not exacerbate existing conditions at the gasoline dispensing station. Additionally, the California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective recommends avoiding siting residences within 50 feet of a typical gas station, and the proposed residential receptors would be well outside of this range. Therefore, health risk impacts are considered *less than significant*.

Operation LSTs

Operation of the proposed project would not generate substantial quantities of emission from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur onsite. The proposed project does not fall within these categories of uses. While operation of the proposed project would result in the use of standard onsite mechanical equipment such as heating, ventilation, and air conditioning units installed, air pollutant emissions generated from these activities would be nominal. Therefore, localized air quality impacts related to operation-related emissions would be less than significant and no mitigation measures are required.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

3. Environmental Analysis

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). Compared to existing conditions, the highest net increase in peak hour trips generated by the proposed project would be 595 evening peak hour trips. The project would generate approximately 5,460 average daily trips, which is substantially below the number of trips required to form a hotspot. Furthermore, the SoCAB is in attainment of both the national and California AAQS for CO. The project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation measures are required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The uses proposed by the project do not fall within the aforementioned land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, odor impacts would be less than significant and no mitigation measures are required.

3. Environmental Analysis

3.4 BIOLOGICAL RESOURCES

Would the project:

- a) **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 Service?**

Less Than Significant Impact. The project site is built out with commercial land uses, and no native habitat or other habitat suitable for sensitive species is present onsite. Any use of the site by sensitive species would be incidental foraging in ornamental vegetation. Impacts would be less than significant and no mitigation is needed.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies; known to provide habitat for sensitive animal or plant species; or known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. There are no sensitive natural communities or riparian habitats onsite. The Barber City Channel, which passes about 0.2 mile northwest of the project site, consists of concrete bed and banks and does not support riparian habitat. No impact would occur.

- c) **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?**

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The site is built out with buildings, parking lots, and ornamental landscaping. No wetlands are present onsite and no impact would occur. No mitigation is needed.

- d) **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?**

Less Than Significant Impact. The project site and surroundings are built out with urban land uses. There is no native habitat suitable for nesting or breeding by wildlife on or near the site; thus, the site is not suitable for overland wildlife movement.

Ornamental landscape vegetation onsite consists of trees and turf in planters along the site perimeter, and parking lot trees. Trees onsite could be used for nesting by migratory birds protected under the Migratory

3. Environmental Analysis

Bird Treaty Act of 1918 (MBTA) (United States Code, Title 16, Sections 703-712), the domestic law implementing the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of migratory birds. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the regulations pursuant to the MBTA.

Options for compliance with the MBTA include:

- Avoiding grading activities during the nesting season, February 15 to August 15.
- If grading activities are to be undertaken during the nesting season, a site survey for nesting birds by a qualified biologist before commencement of grading activities. If nesting birds are found, the applicant would consult with the US Fish and Wildlife Service regarding means to avoid or minimize impacts to nesting birds.

This impact would be potentially significant. Implementation of mitigation measure BIO-1 would reduce this impact to less than significant.

Mitigation Measure

BIO-1 If construction is proposed between February 15th to August 15th, a qualified biologist must conduct a nesting bird survey(s) no more than three days prior to initiation of construction activities to document the presence or absence of nesting birds in or adjacent to the project site. The preconstruction survey(s) will focus on identifying any raptors and/or passerines nests that may be directly or indirectly affected by construction activities. Any nest permanently vacated for the season would not warrant protection pursuant to the Migratory Bird Treaty Act. If active nests are documented, the following measures are required:

- Species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be postponed until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities are restricted from the area.
- A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the Stanton Community Development Department prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a biological monitor during those periods

3. Environmental Analysis

when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur.

- A final report of the findings, prepared by a qualified biologist, shall be submitted to the Stanton Community Development Department prior to construction-related activities that have the potential to disturb any active nests during the nesting season.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. City of Stanton Municipal Code Chapter 12.20, Street Tree Plan, prohibits the removal or replacement of a tree in City right-of-way without a permit from the City engineer. Removing, cutting, or damaging a tree on public property in the City of Garden Grove is prohibited without a permit from the City Manager or his/her designee under Municipal Code Chapter 11.32, Trees. The project site is on private property. There are City parkway trees on Village Center Drive and Beach Boulevard along the site perimeter; those trees would not be removed or replaced during project development. Development would not conflict with the City's ordinance, and no impact would occur. No mitigation is needed.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is in the plan area of the OCTA [Orange County Transportation Authority] M2 Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which encompasses all of Orange County. The NCCP/HCP, finalized by the OCTA Board of Directors in November 2016, involves acquisition and conservation and/or enhancement of natural habitat as mitigation for impacts to biological resources from freeway construction and widening projects (OCTA 2017, 2014). The project site is not natural habitat and is thus not a candidate area for conservation and/or enhancement under the NCCP/HCP. Project development would not conflict with the NCCP/HCP and no impact would occur; no mitigation is needed.

3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

3. Environmental Analysis

- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Historical resources include, but are not limited to, any object, building, structure, site, area, place, record, or manuscript meeting the above-stated criteria (California Public Resources Code Section 5020.1.j). A groundwater monitoring report for a hazardous waste site in the project site states that a commercial unit onsite was operated as a dry cleaner from 1981 to 2013 (SCS Engineers 2016). A 1981 topographic map shows the site as vacant (Anaheim Quadrangle topographic map) (USGS 2017a).

Historical Topographic Maps

The site appears vacant in an 1896 topographic map; a road extends north-south near the current alignment of Village Way Drive, and one building is shown along that road near the northwest corner of the site. A second road extends east-west about 500 feet south of present-day Garden Grove Boulevard.

1935: Stanton Avenue (now Beach Boulevard) extends north-south along the east site boundary, and Ocean Avenue (now Garden Grove Boulevard) extends east-west along the south site boundary. Six small buildings and a roadway are shown on the northern part of the project site.

1950: The site is vacant. Stanton Avenue, State Route 39, passes north-south along the east site boundary, and State Route 22, Garden Grove Boulevard, passes east-west along the south site boundary. Some nearby land is mapped as cultivated with orchards.

1972: The site is vacant. State Route 22 is now the Garden Grove Freeway passing east-west south of the site. State Route 39 along the east site boundary is now named Beach Boulevard and is a four-lane roadway. Several buildings are shown south of Garden Grove Boulevard; a few roadways and a few buildings are shown east of Beach Boulevard. Land between the north site boundary and Lampson Avenue is largely developed. The area next to the west site boundary is vacant. Much of the region beyond is built out with urban uses.³

Historical Aerial Photographs

1953: the site is farmland. The north part of the site is either row crops or grass crops. The south and central parts of the site are either grass crops or vacant.

³ The titles and scales of the topographic maps referenced above are:
1896, Anaheim Sheet, 1:62,500
1935, Garden Grove quadrangle, 1:31680
1950, Anaheim Quadrangle, 1:24,000
1972, Anaheim Quadrangle, 1:24,000
1981, Anaheim Quadrangle, 1:24,000

3. Environmental Analysis

1972: the north part of the site is in agricultural use, but the type of agricultural use cannot be resolved from the photograph. The rest of the site is vacant.

1994: the site is developed much like current conditions.

The site was in agricultural use until at least 1972, based on aerial photographs (NETR.com 2017). A 1981 topographic map shows the site as vacant. Six small buildings and a roadway are shown on the northern part of the project site on a 1935 topographic map. The site is shown as vacant in topographic maps dated 1896, 1950, and 1972; and in agricultural use in aerial photographs dated 1953 and 1972 (NETR.com 2017; USGS 2017a). Any remnants from the previous development shown on the 1935 map were probably destroyed during construction of the current developments. It is unlikely that project development would damage historical resources, and impacts would be less than significant. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The entire project site was disturbed for construction of the existing commercial land uses. The project site is not in an area mapped as sensitive for archaeological resources in the Orange County General Plan (Orange County 2012). Existing buildings onsite are one story. The proposed commercial buildings would be one story; the proposed residential buildings could be up to five stories or 65 feet high in accordance with the General Commercial in the South Gateway Mixed Use Overlay Zone for the site. Thus, there is some possibility that excavations for site grading and construction in the proposed residential development could extend deeper than ground disturbance for construction of existing buildings. This impact would be potentially significant.

Mitigation Measure

CUL-1 Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that an archaeologist has been retained to periodically observe grading activities and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, 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 monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The archaeologist shall prepare a comprehensive report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). If any resources are excavated, the project applicant/developer shall prepare excavated material to the point of identification.

3. Environmental Analysis

If an archaeological resource appears to be of Native American origin, the archaeological monitor shall contact representatives of the four the tribes that have requested the City notify them of projects. The resource shall be donated to one of those tribes, to be chosen by the four tribes. A representative from that tribe shall identify the find and determine whether the find is eligible for listing in the California Register of Historical Resources.

Future applicants/developers shall offer other excavated finds for curatorial purposes to the South Central Coastal Information Center at California State University, Fullerton.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. The project site is on flat terrain; elevations range from about 50 feet above mean sea level (amsl) at the south end of the site to 56 feet amsl at the north end. No unique geological features are present onsite.

While the project site was previously disturbed by construction of the existing land uses, project development could involve ground disturbance to greater depths than did previous construction. Site sediments consist of young alluvial fan deposits of Holocene and late Pleistocene age (USGS 2006).⁴ The site is in the Santa Ana Valley-Capistrano Valley Geologic Province of Orange County. Pleistocene deposits in this region have produced a variety of terrestrial ice-age mammal fossils such as mammoth, bison, horse, camel, and sloth, and a variety of birds. Grading in such deposits routinely turns up important Pleistocene fossils (Cooper 2011).

This impact would be potentially significant.

Mitigation Measure

CUL-2 Prior to the issuance of any grading permit for the proposed residential development onsite, the applicant for the residential portion of the project shall provide written evidence to the City of Stanton that a paleontologist has been retained to periodically observe grading activities and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pregrade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

If the paleontological resources are found to be significant, the paleontological monitor shall determine appropriate actions, in cooperation with the project applicant/developer, for exploration and/or salvage. The paleontologist shall prepare a comprehensive report, including appropriate records for the City. If any resources are excavated, the paleontologist shall prepare excavated material to the point of identification.

⁴ The Holocene Epoch extends from about 11,700 years before present (ybp) to the present, and the Pleistocene Epoch extends from about 11,700 to 2.59 million ybp.

3. Environmental Analysis

The applicant/developer shall offer excavated finds for curatorial purposes to the Los Angeles County Natural History Museum.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. Because soils on the entire project site were disturbed by previous construction, it is unlikely that human remains are buried in site soils and that excavations for project development would damage such remains. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant. No mitigation is needed.

3.6 GEOLOGY AND SOILS

The information in this section is based partly on “Preliminary Geotechnical Investigation for Proposed Commercial Buildings, Located at the Northwest Corner of the Beach Boulevard-Garden Grove Boulevard Intersection, City of Stanton, County of Orange, California” by Inland Engineering Technologies, Inc., dated June 21, 2017. A complete copy of this report is included as Appendix B to this Initial Study.

Would the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- 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.**

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code Sections 2621 et seq.) requires the state geologist to delineate earthquake fault zones along faults that are “sufficiently active” and “well defined.” The act requires that cities and counties withhold development permits for sites in an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. Active faults are those showing surface expression of displacement within about the last 11,700 years.

The project site is not in or next to an Alquist-Priolo Earthquake Fault Zone, and no active fault mapped by the California Geological Survey passes through or next to the site. The nearest active fault to the site

3. Environmental Analysis

is the Newport-Inglewood Fault Zone, about 5.5 miles to the southwest (CGS 2017a), and the nearest Alquist-Priolo Earthquake Fault Zone is approximately 5.4 miles to the southwest along this fault (CGS 2017b).

Project development would not subject people or structures to substantial hazards from surface rupture of a known active fault, and no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The nearest active fault to the project site mapped by the California Geological Survey is the Newport-Inglewood Fault Zone, about 5.5 miles to the southwest (CGS 2017b). Other active faults in the region include the Whittier Fault, approximately 13 miles north of the site, and the Palos Verdes Fault Zone, offshore about 14 miles southwest of the site.

Strong ground shaking is likely to occur within the design lifetimes of the proposed buildings. Project development could subject people and structures to hazards from strong ground shaking.

Seismic soil parameters for the site are provided in the geotechnical investigation report (see Appendix B). The estimated peak ground acceleration onsite is 0.54g, where g is the acceleration of gravity. Ground acceleration of 0.54g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale (Wald et. al. 1999), a 12-point, subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. Intensity I earthquakes are generally not felt by people, and in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS 2017b).

In an intensity VIII earthquake, damage is slight in specially designed structures, but considerable damage occurs in ordinary substantial buildings, with partial collapse. Damage is great in poorly built structures—chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS 2017b).

The proposed buildings would be designed and built in accordance with the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2) requirements for commercial buildings on a site with the identified seismic parameters. Compliance with CBC seismic safety requirements, set forth here as part of a condition of approval by the cities of Stanton and Garden Grove, would reduce impacts to less than significant. No mitigation measures are required.

Condition of Approval (cities of Stanton and Garden Grove)

The cities of Stanton and Garden Grove each require that recommendations of the project geotechnical investigation report be included as requirements on the project site grading plans.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. Liquefaction analysis

3. Environmental Analysis

performed as part of the geotechnical investigation, using the peak ground acceleration of 0.54g and the historical high groundwater level of 10 feet below ground surface, concluded that the site should be considered to have high liquefaction potential.

The geotechnical investigation report included recommendations for four options for improving soil to reduce liquefaction hazards:

- **Cement Deep Soil Mixing:** Inject grout through augurs that mix it with the soil, forming in-place soil-cement columns.
- **Jet Grouting:** Use high-velocity jets of fluid grout to construct cemented soil in the ground.
- **Compaction Grouting:** An injection pipe is first inserted, typically to the maximum treatment depth. The grout is then injected as the pipe is slowly removed in lifts, creating a column of overlapping grout bulbs.
- **Vibro Replacement:** Construction of columns of crushed stone or recycled concrete in space created by a vibrator suspended from a crane or rig.

Seismic settlement within the top 35 feet of soil onsite is estimated at about 5.4 inches. The proposed buildings would be designed and built in accordance with recommendations of the geotechnical investigation report.

Condition of Approval (cities of Stanton and Garden Grove)

The cities of Stanton and Garden Grove each require that recommendations of the project geotechnical investigation report be included as requirements on the project site grading plans.

Impacts arising from liquefaction would be less than significant after compliance with the preceding Conditions of Approval, and no mitigation is required.

iv) Landslides?

No Impact. The project site and surroundings are flat, with a southwest slope of about 0.3 percent grade. No slopes on or near the site could generate a landslide. The project site is not in a zone of required investigation for earthquake-induced landslides mapped by the California Geological Survey (CGS 2017b). Project development would not exacerbate an existing landslide hazard and no impact would occur; no mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

3. Environmental Analysis

Construction

Project site grading and construction would disturb and expose substantial amounts of soil, which could greatly accelerate soil erosion if effective erosion control measures were not used. Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be used by the project to minimize pollution of stormwater.

Erosion control BMPs cover and/or bind soil surface to prevent soil particles from being detached and transported by water or wind. Such BMPs include mulch, geotextiles, mats, hydroseeding, earth dikes, and swales. Construction erosion impacts would be less than significant after implementation of the project SWPPP.

Operation

At project completion, the entire site would consist of buildings; parking lots, driveways, walkways, and other hardscape; and landscaping. No substantial area onsite would remain bare soil exposed to erosion. Impacts would be less than significant.

- c) **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?**

Less Than Significant Impact.

Liquefaction and Lateral Spreading

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The site is considered to have high liquefaction potential. Implementation of recommendations in the geotechnical investigation report for minimizing hazards from liquefaction onsite—required under the following Conditions of Approval—would also minimize hazards from lateral spreading. Impacts would be less than significant and no mitigation is necessary.

Condition of Approval (cities of Stanton and Garden Grove)

The cities of Stanton and Garden Grove each require that recommendations of the geotechnical investigation report be included as requirements on the project site grading plans.

Landslide

The site is not subject to landslides, as substantiated above in Section 3.6.a.iv, and no impact would occur.

3. Environmental Analysis

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The project site sits above the Main Orange County Groundwater Basin (Basin). The Orange County Water District manages groundwater levels in the Basin within a specified operating range pursuant to state law. Ground elevations over the Basin rise and fall within a range of a few inches, correlated with groundwater levels and changes in Basin groundwater storage. Subsidence due to changes in groundwater conditions in the Orange County groundwater basin is variable within a small range and does not show a pattern of widespread, irreversible, permanent lowering of the ground surface (OCWD 2015). Project development would not subject people or structures to substantial hazards arising from ground subsidence, and impacts would be less than significant. No mitigation is needed.

Collapsible Soils

Site soils consist of undocumented artificial fill, usually in the upper 2.5 feet below ground surface (bgs), and quaternary younger alluvium fan deposits below the artificial fill to the maximum depth explored, 51.5 feet bgs. The upper few feet of site soil was found to be unsuitable for supporting the proposed buildings. The geotechnical investigation report recommends removal of existing soils to 5 feet below the existing grade or 3 feet below the proposed footings bottom, whichever is deeper. Removed soils should be replaced as compacted, moistened, engineered fill soil. Project site grading would comply with grading recommendations in the geotechnical investigation report, as required under the following Conditions of Approval, and impacts would be less than significant. No mitigation is needed.

Condition of Approval (cities of Stanton and Garden Grove)

The cities of Stanton and Garden Grove each require that recommendations of the geotechnical investigation report be included as requirements on the project site grading plans.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less Than Significant Impact. Samples of subsurface site soils were found to have very low expansion potential, with expansion indices of 14 and 2, respectively. Soils with expansion potentials over 20 are considered expansive per CBC Section 1803.5.3. Therefore, site soils are not considered expansive, and impacts would be less than significant. No mitigation is needed.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The project site contains sewer laterals connected to nearby sewer mains. Project development would include modification of some existing laterals and installation of new laterals connecting to proposed developments. Development would not involve alternative wastewater disposal systems such as septic tanks, and no impact would occur. No mitigation is required.

3. Environmental Analysis

3.7 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.^{5,6}

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.⁷ Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately (CARB 2017b).⁸ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global

⁵ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

⁶ Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

⁷ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

⁸ Particulate matter emissions, which include black carbon, are analyzed in Section 3.2, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017b).

3. Environmental Analysis

climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate nominal operational GHG emissions from energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), mobile sources (burning of fossil fuels in vehicles), and area sources (e.g., equipment used on-site, consumer products, coatings). Annual GHG emissions were calculated for construction of the project and are amortized over 30 years to account for GHG emissions from the construction phase of the project. Project-related GHG emissions are shown in Table 7, *Project-Related GHG Emissions*, and compared to SCAQMD thresholds and the historical baseline conditions. Proposed project emissions are compared to historical existing conditions based on a fully occupied retail site.⁹ Utilizing the historical trip rate for the commercial shopping center provided by Kunzman (2017), baseline operations at the existing shopping center produced 14,474 average daily vehicle trips in 2017. As shown in the table, implementation of the proposed project would generate 5,144 fewer metric tons of carbon dioxide–equivalent (MTCO_{2e}) emissions per year than the historical Village Center land uses. The total increase of GHG emissions from the project would not exceed the SCAQMD’s bright-line threshold of 3,000 MTCO_{2e},¹⁰ and the proposed project’s cumulative contribution to GHG emissions is less than significant. No mitigation measures are required.

Table 7 Project-Related GHG Emissions

Source	Historic Baseline 2017 MTCO _{2e} /year ¹	Proposed Project 2019 MTCO _{2e} /year ¹	Net Change
Area	2	5	5
Energy	1,168	1,143	-25
Mobile	13,768	8,588	-5,180
Waste	115	111	-5
Water	112	137	-25
Amortized Construction Emissions ¹	NA	31	31
Total Emissions	15,164	9,984	-5,144
SCAQMD’s Bright-line Threshold			3,000
Exceeds Bright-Line Threshold			No

Source: CalEEMod, Version 2016.3.1.

Notes: Totals may not equal to the sum of the values shown due to rounding.

MTCO_{2e}: metric tons of carbon dioxide-equivalent

¹ Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

⁹ Under *North County Advocates v. City of Carlsbad* (2015) 241 Cal.App.4th., lead agencies have the discretion to devise a baseline that accommodates fluctuating operating conditions.

¹⁰ This threshold is based on a combined threshold of 3,000 MTCO_{2e} for all land use types, proposed by SCAQMD’s Working Group based on a survey of the GHG emissions inventory of CEQA projects. Approximately 90 percent of CEQA projects’ GHG emissions inventories exceed 3,000 MTCO_{2e}, which is based on a potential threshold approach cited in CAPCOA’s white paper, “CEQA and Climate Change.”

3. Environmental Analysis

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board's (CARB) Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Also, new buildings are required to comply with the 2016 Building Energy Efficiency Standards and 2016 California Green Building Code (CALGreen). In January 2017, CARB released the *Draft 2017 Climate Change Scoping Plan Update* to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by Senate Bill (SB) 32 (CARB 2017a).

The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017a). Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

3. Environmental Analysis

- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

In addition to AB 32, the California legislature passed SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS was adopted in April 2016 (SCAG 2016). The SCS is meant to provide growth strategies that will achieve the aforementioned regional GHG emissions reduction targets. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas and livable corridors, and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles (SCAG 2016). The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed project would construct 237 new condominium units and approximately 42,300 square feet of retail space. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

3.8 HAZARDS AND HAZARDOUS MATERIALS

The information in this section is based in part on the following technical studies:

- *Phase I Environmental Site Assessment Report* (Village Center and Village Center North), Earth Science LLC, May 2017. A complete copy of this report is included as Appendix C to this Initial Study.
- *Phase II Soil and Soil Vapor Site Investigation, 12697 Beach Boulevard, Stanton*, Terrax Environmental Engineering and Consulting, May 25, 2017. A complete copy of this report is included as Appendix D to this Initial Study.

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Less Than Significant Impact.

3. Environmental Analysis

Construction (Commercial and Residential Redevelopments)

Project construction would involve use of hazardous materials, including fuels; oil, greases, and other lubricants; pesticides; paints; fertilizers; and solvents and other cleansers. Hazardous materials would be transported, used, stored, and disposed of per several regulations, including the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program. The construction contractor would maintain equipment and supplies for containing and cleaning up small hazardous materials spills, and would train workers in such containment and cleanup. The contractor would notify OC Environmental Health Division (EHD) immediately in the event of a hazardous materials release of amount and/or toxicity that could not be safely contained and cleaned up by onsite construction workers.¹¹ Therefore, the use of hazardous materials during project construction would not pose substantial hazards to the public or the environment, and impacts would be less than significant.

Operation

Commercial Redevelopment

The types of hazardous materials that could be used during operation of future commercial uses (retail, restaurant, and some service businesses) are anticipated to include cleaning and maintenance products, paints, and solvents and degreasers. Such hazardous materials would be used in compliance with the aforementioned laws and regulations. Businesses handling hazardous materials in quantities of at least 55 gallons of liquid, 500 pounds of solid, or 200 cubic feet of compressed gas would be required to participate in EHD's Hazardous Material Disclosure and Business Emergency Plan programs. A Hazardous Materials Business Plan contains an inventory of hazardous materials at a facility; emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material; and training for all employees in safety procedures in the event of a release or threatened release of a hazardous material (OES 2011). The purpose of the programs is to prevent or minimize damage to public health and safety and the environment from a release or threatened release of hazardous materials. These locally implemented programs also satisfy federal community right-to-know laws (OCEHD 2017). Thus, the use of hazardous materials during project operation would not cause substantial hazards to the public or the environment, and impacts would be less than significant.

Residential Redevelopment

Only small amounts of hazardous materials would be used in operation of the proposed residences, mostly for cleaning and maintenance purposes. Such hazardous materials would be used in compliance with the aforementioned laws and regulations. Thus, the use of hazardous materials during project operation would not cause substantial hazards to the public or the environment, and impacts would be less than significant.

¹¹ The OC Environmental Health Division (EHD) is the Certified Unified Program Agency (CUPA) for the City of Stanton; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

3. Environmental Analysis

- b) **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?**

Less Than Significant Impact. Project construction and operation would not create substantial hazards to the public or the environment due to accidental release of hazardous materials. Procedures, equipment, and training in preparation for hazardous materials releases, including notification where EHD response would be required to contain and clean up a release, are summarized above in Section 3.8.a. Impacts would be less than significant and no mitigation is needed.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. No schools are within 0.25 mile (1,320 feet) of the project site; the nearest school to the site is Ernest Lawrence Elementary School about 1,475 feet to the east (USGS 2017b). Project development would not emit hazardous emissions or handle hazardous materials within 0.25 mile of a school, and no impact would occur. No mitigation is needed.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less Than Significant Impact.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment for the project site (Village Center and Village Center North) was completed by Earth Science LLC in May 2017.

Historical Uses of the Site

The project site was shown in agricultural use on aerial photographs dated 1938 through 1977; a farmhouse is shown onsite in the 1938 photograph and equipment storage in the 1977 photograph. Development of the existing commercial land uses onsite began in the late 1970s, and the project site is shown developed in its current configuration in a 1987 photograph. A 1901 topographic map shows one structure in the center of the site.

Regulatory Database Review

The Phase I ESA included a regulatory database search conducted on April 19, 2017.

Onsite Listings

- **Spic & Span Cleaners**, addressed as 12791 Beach Boulevard, is listed as a dry cleaners on the EDR HIST Cleaner, ECHO, EMI, FINDS, Haznet, Orange County Industrial Site, RCRA-SQG, and SLIC databases. This former facility operated at the subject property from at least 1985 up to at least 2013.

3. Environmental Analysis

Groundwater, soil, and soil vapor at this facility is impacted with chlorinated solvents as a result of releases from the former dry cleaning operation.

Various environmental assessments have been performed at the subject property that detected elevated concentrations of chlorinated solvents. Several non-chlorinated, hydrocarbon-based VOCs were also detected in groundwater at low concentrations, but were reportedly not associated with the dry-cleaner release at the subject property. This facility is currently undergoing semiannual groundwater monitoring and remedial pilot testing for the chlorinated hydrocarbon impacts to groundwater and soil/soil vapor. Impacts appear to extend to offsite properties, and the extent of the offsite contamination has not been fully delineated. The documented releases of chlorinated solvents from the former dry cleaner represent a significant environmental concern to the subject property.

Remediation by soil excavation was conducted on the site in 2015. A soil vapor extraction pilot test was conducted in February 2016; the Santa Ana Regional Water Quality Control Board (RWQCB) approved full-scale operation of soil vapor extraction in July 2016 (SCS 2017).

- **Autobacs U.S.A., Inc.**, addressed as 12645 Beach Boulevard, is listed as a HAZNET site in the EDR report; HAZNET consists of manifests of hazardous waste shipments. This former facility was an automotive parts and service/repair shop that operated from at least 2003 up to at least 2013 at the subject property. This facility reportedly had an underground service pit, aboveground chemical storage tanks, and various automotive shop structures (lifts, industrial drains, etc.). This facility generated various hazardous wastes, including petroleum products, automotive-related chemicals, organic solids, and aqueous solutions with organic residues. The documented storage and use of hazardous substances and petroleum products associated with this facility represents a significant environmental concern to the subject property. This building currently houses the Department of Motor Vehicles office.
- **Daniel C Hsu, DMD**, addressed as 7923 Garden Grove Boulevard, is listed as a HAZNET site; This facility is a dentist's office that generated inorganic solid wastes. No other relevant information was available for this listing. Based on the nature of the operations (dental office), this listing is not considered a significant environmental concern to the subject property.
- **Shapell Industries**, addressed as 12689 Beach Boulevard, is listed as a HAZNET site. This facility is an office that generated organic solid wastes. No other relevant information was available. Based on the nature of the operations (office), this listing is not considered a significant environmental concern to the subject property.

Adjacent Property Listings

Adjacent properties listed in regulatory databases are shown below in Table 8. None of the adjacent hazardous materials sites are considered significant environmental concerns to the project site.

Table 8 Hazardous Materials Sites on Properties Adjacent to Project Site

Site Name Address Direction from Project Site	Databases Reason for Listing Regulatory Status
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3. Environmental Analysis

Walmart Neighborhood Market #4314 12840 Beach Boulevard 500 feet east	Small quantity generator of hazardous wastes (RCRA-SQG) [Resource Conservation and Recovery Act] ECHO: Enforcement and Compliance History Information, USEPA FINDS: Facility Index System, USEPA
Ray's Super Shell 12840 Beach Boulevard 200 feet east	Leaking Underground Storage Tank (LUST): waste, motor, hydraulic, and lubricant oil impacts to soil. Case closed 1988. Haznet: manifests of hazardous waste shipments Hist Cortese: Historic database: underground storage tanks, solid waste facilities, and cleanup sites Orange County Industrial Site
12860 Beach Boulevard 500 feet east	EDR HIST Cleaner
Shell Service Station 12950 Beach Boulevard 200 feet east	LUST: release of various petroleum hydrocarbons and VOCs impacted soil and groundwater. Remediation has been conducted; eligible for closure. Current registered underground storage tank (UST) Historical underground storage tank (HIST CORTESE, HIST UST, and SWEEPS UST) SQG EDR HIST Auto: Historical auto service business
The Auto Exchange, Plaza on the Boulevard, and Trammel Crow 12900 Beach Boulevard 200 feet east	LUST: release involving waste, motor, hydraulic, and lubricant oil impacts to soil was reported for the Trammel Crow site; case closed 1991. UST RCRA-SQG HIST CORTESE: ECHO; FINDS
Keystone Automotive Industries 7682 Garden Grove Boulevard 200 feet east	EDR Hist Auto
G&M Oil 8032 Garden Grove Boulevard 300 feet southeast	LUST: Remediation conducted; eligible for closure 2017 EDR Hist Auto
Source: Earth Science 2017.	

Vapor Encroachment Screening

A vapor encroachment screening conducted as part of the Phase I ESA determined that a vapor encroachment condition—that is, the presence or likely presence of chemical of concern vapors in the subsurface of the target property caused by the release of vapors from contaminated soil and/or groundwater either on or near the target property—is likely to be an issue of concern for the project site.

Recommendations

The Phase I ESA report made the following recommendations:

- Continue to monitor the ongoing remediation activities at the former Spic & Span dry cleaning facility until the remediation activities are completed and the case is closed by the Santa Ana RWQCB.
- Perform a Phase II ESA in the area of the current DMV building to confirm or deny the presence of hazardous materials in the subsurface as a result of historical automotive service/repair activities.

3. Environmental Analysis

- Survey buildings to be demolished for asbestos-containing materials and abate any found in accordance with regulations.

Phase II Environmental Site Assessment

A Phase II ESA was completed in May 2017 by Terrax Environmental to determine whether soil or soil gas above the water table is contaminated with petroleum hydrocarbon, VOCs (including chlorinated solvents), herbicides, pesticides, or metals from previous agricultural use and use as an automotive parts and service business with an underground service pit, aboveground chemical storage tanks, and various automotive shop structures (lifts, industrial drains, etc.).

Sampling and Testing

Seven soil vapor borings were drilled: six in the basement of the DMV building and one just west of the building south of the DMV building, next to a restaurant grease trap. Four soil borings were drilled—three to a depth of two feet each, and one to 0.5-foot depth. One soil boring was in the northeast corner of the DMV building; two borings were just outside the northeast and northwest walls of the DMV building, respectively; and one was in the parking lot south of the DMV building (see Figure 7, *Soil and Soil Vapor Borings Locations*). Twenty soil samples and thirteen soil vapor samples were taken.

Soil samples from all soil borings were analyzed for VOCs via EPA Method 8260B and extractable and purgeable petroleum hydrocarbons (TPH) via EPA Method 8015B. Soil from borings SB-2, SB-3, and SB-4 were only analyzed for Title 22 metals. Soil vapor samples were tested for VOCs via EPA Method 8260B.

Water was sampled from a groundwater sump pump in the basement of the DMV building.

Test Results

Soil Test Results

Soil samples were all nondetect for all VOCs analyzed. TPH was detected, but at concentrations well below Santa Ana RWQCB screening criteria for residential land use. The results of the soil sample analysis were below the maximum background range for the metals analyzed. Dieldrin, an organochlorine insecticide, was detected above the residential screening level (RSL) of 33 µg/kg in two samples, at concentrations of 35 µg/kg and 43 µg/kg, respectively. The two samples were from under the parking lot, one next to the northeast wall of the DMV building and one south of the DMV building.

Soil Vapor Test Results

Soil vapor test results were non-detect for all VOCs analyzed and for all TPH constituents analyzed.

Water Test Results

The following TPH constituents were detected in the water sample: gasoline, 1 µg/L; diesel, 1,700 µg/L; motor oil, 3,100 µg/L; and xylene, 1.3 µg/L.

3. Environmental Analysis

Human Health Hazard Assessment and Conclusion

Dieldrin was detected in soil samples at concentrations above the RSL from samples from two borings. All other hazardous materials investigated in samples of soil, soil vapor, and groundwater—pesticides, metals, VOCs, and TPH—were either not detected or detected at concentrations below screening criteria for residential land use.

Additional sampling and testing are planned to clarify the lateral extent and the depth of the contamination. The Phase II ESA recommended that residential exposure to dieldrin be reduced by capping or limited excavation. Biodegradation may also be used for remediation (Brack 2017).

Potential residential exposure to dieldrin would be reduced to below the RSL before the Department of Toxic Substances Control would issue a no further action determination for the site. Department review and approval of site remediation is pursuant to existing law and does not require mitigation. Impacts would be less than significant, and no mitigation is required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

Less Than Significant Impact. The project site is outside of the Planning Area for the Joint Forces Training Base Los Alamitos (JFTBLA), which is about 2.8 miles west of the project site. The Planning Area consists of the area inside the 60 decibel Community Equivalent Noise Level (CNEL) contour for the facility, plus the area within the 100:1 Imaginary Notification Surface pursuant to Federal Aviation Administration Regulations Part 77.21 to prevent obstructions to navigable airspace. The project site is about two miles southeast of the 60 CNEL contour for JFTBLA. The Airport Environs Land Use Plan for JFTBLA does not include a 100:1 Imaginary Notification Surface; however, the outer edge of the Height Restriction Zone for the facility passes about 350 feet west of the north end of the project site (see Figure 8, *Height Restriction Zone, Joint Forces Training Base Los Alamitos*). Two areas are designated in the Airport Environs Land Use Plan for JFTBLA where land uses are regulated to minimize hazards from aircraft crashes to persons on the ground: Clear Zones within approximately 0.5 mile of each end of the main runway. The project site is outside of those Clear Zones. The approach and departure routes to and from JFTBLA do not pass over the project site; approach routes are from the northeast, passing north of the site, while the departure route is to the southwest over the City of Seal Beach (OCALUC 2016).

Project development would not cause hazards to persons onsite arising from crashes of aircraft approaching or departing JFTBLA, and impacts would be less than significant. No mitigation is needed.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. There are no heliports within one mile of the project site (Airnav.com 2017), and project development would not cause heliport-related hazards to persons onsite. No impact would occur and no mitigation is needed.

3. Environmental Analysis

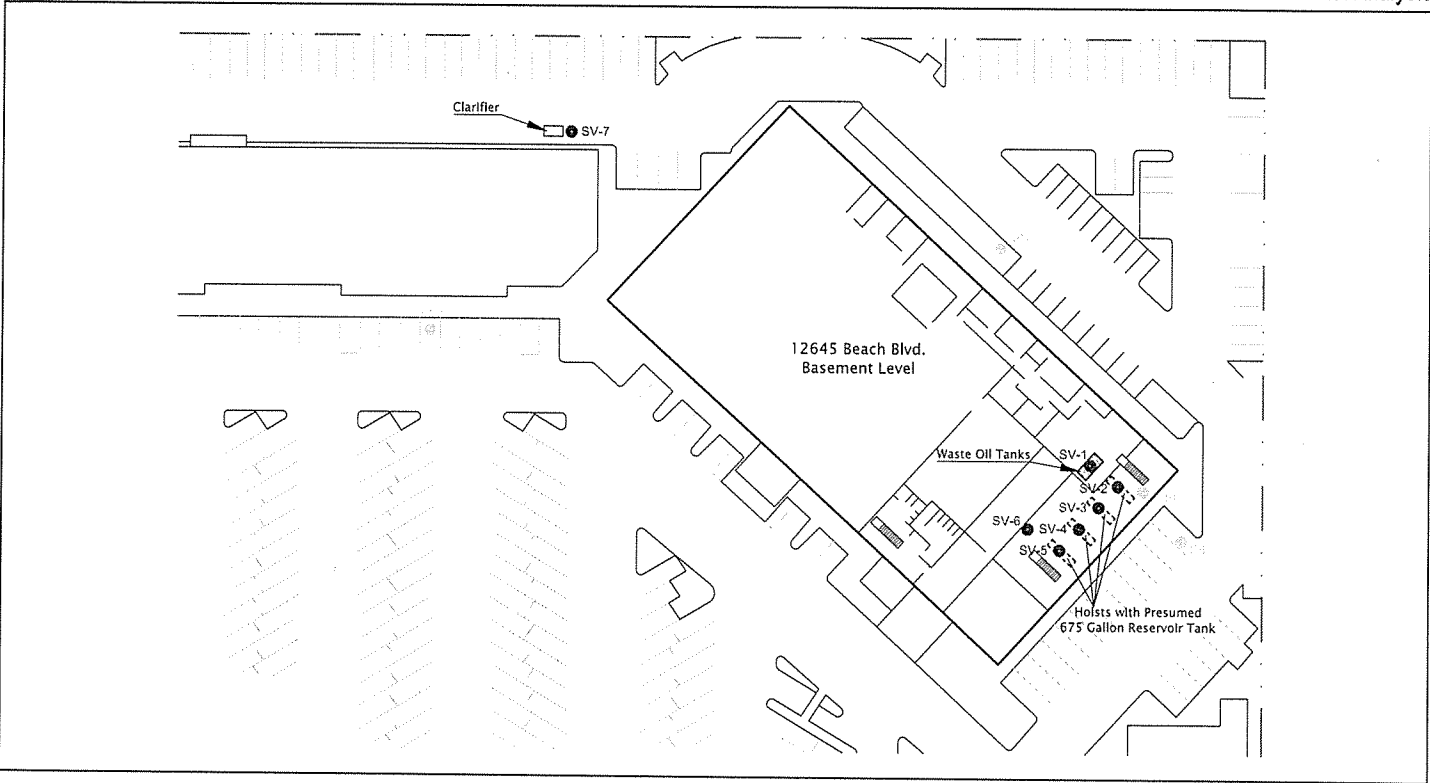
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The emergency response plan in effect in the City of Stanton is the Orange County Emergency Plan maintained by the Orange County Sheriff's Department Emergency Management Division. In the City of Garden Grove the City Fire Marshall is responsible for emergency response planning. Project development would not interfere with emergency responses. All staging of construction equipment and construction materials would be done onsite and would not block emergency access to the site or surrounding areas. Impacts would be less than significant and no mitigation is required.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The project site and surroundings are built out with urban uses. No wildlands or wildland vegetation are nearby. Project development would not cause wildland fire hazards, and no impact would occur. No mitigation is required.

Figure 7 - Soil and Soil Vapor Borings Locations
3. Environmental Analysis



— Project Boundary ● 10-ft Soil Vapor Boring Location (2017)
○ 2-ft Soil Boring Location (2017)

0 60
Scale (Feet)

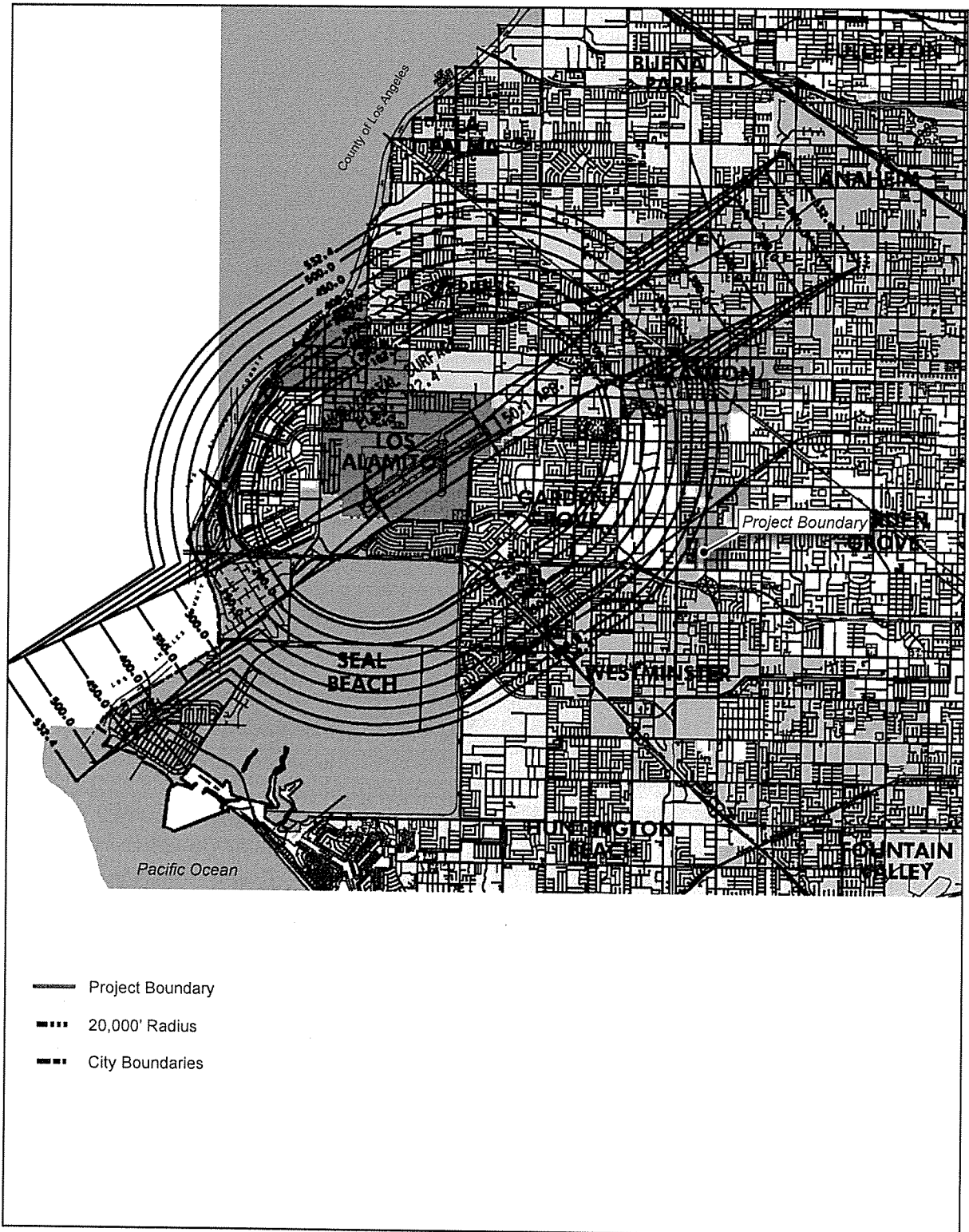


Source: Terrax Environmental, Inc., 2017

3. Environmental Analysis

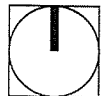
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Figure 8 - Height Restriction Zone, Joint Forces Training Base Los Alamitos
3. Environmental Analysis



Note: Unincorporated county areas are shown in white.

0 2
Scale (Miles)



Source: Orange County Airport Land Use Commission, 2016

3. Environmental Analysis

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3. Environmental Analysis

3.9 HYDROLOGY AND WATER QUALITY

The information in this section is based partly on the following technical studies. Information on the proposed commercial redevelopment in Village Center is based on the following two studies:

- *Preliminary Water Quality Management Plan, Village Center Redevelopment Project, 12781 Beach Boulevard, Stanton, CA 92841*, Blue Peak Engineering, Inc., August 28, 2017. A complete copy of this report is included as Appendix E to this Initial Study.
- *Preliminary Drainage Study for Village Center Redevelopment, 12781 Beach Boulevard, Stanton, CA 92841*, Blue Peak Engineering, Inc., August 28, 2017. A complete copy of this report is included as Appendix F to this Initial Study.

Information on the proposed residential redevelopment is based on the following two studies:

- *Preliminary Water Quality Management Plan: Village Center and Village Center North Residential-Stanton, CA*, Proactive Engineering Consultants, September 4, 2017. A complete copy of this report is included as Appendix G to this Initial Study.
- *Village Center & Village Center North Preliminary Hydrology Study*, Proactive Engineering Consultants, September 4, 2017. A complete copy of this report is included as Appendix H to this Initial Study.

Would the project:

- a) **Violate any water quality standards or waste discharge requirements?**

Less Than Significant Impact.

Drainage

Commercial Redevelopment

The commercial redevelopment site is about 10.1 acres. Existing site drainage is via sheet flow southwest to catch basins in the parking lot that discharge into storm drains conveying runoff to a storm drain in Garden Grove Boulevard. Runoff from the main building roofs is either discharged to the east of the buildings, where it enters the catch basins in the parking lot, or is discharged west of the buildings, where it sheet flows to catch basins on the western property line. The catch basins on the western property line discharge through storm drains to catch basins in Garden Grove Boulevard and Village Center Drive. The existing site is 89.9 percent impervious.

Site drainage at project completion would be generally similar to existing conditions. The site drainage would be collected via sheet flow into V-gutters and curbs and gutters that would convey runoff from the property, where it would discharge to three proprietary vegetated biotreatment systems along the south and southwest site boundaries. The biotreatment systems would discharge to an existing storm drain in Garden Grove Boulevard. There is only one drainage area with two flow paths.

3. Environmental Analysis

Residential Redevelopment

The residential redevelopment site is approximately 11.6 acres the central and northern parts of the project site. The existing drainage pattern on both portions of the site is to the southwest to a 45-inch storm drain in Village Center Drive, which discharges into a 78-inch storm drain in Garden Grove Boulevard, which in turn discharges to the Anaheim-Barber City Channel to the west. The existing site is 90.7 percent impervious.

Receiving Waters and Existing Water Quality

Receiving waters for the project site are Bolsa Chica Channel, Anaheim Bay, and the Pacific Ocean. Bolsa Chica Channel is listed on the federal Clean Water Act Section 303(d) List of Water-Quality Limited Segments for ammonia, indicator bacteria, and pH. Total maximum daily loads are planned for each contaminant; each is due for completion in 2021. Anaheim Bay is listed on the Section 303(d) List for nickel and sediment toxicity; total maximum daily loads for both are due for completion in 2019 (SWRCB 2017).

Construction

Commercial and Residential Redevelopments

Demolition, site clearance and grading, and construction and utilities trenching could generate pollutants, including sediment, nutrients, bacteria and viruses, oil and grease, metals, organic (carbon-based) compounds, oxygen-demanding substances, pesticides, and trash and debris. Organic compounds are found in pesticides, solvents, and hydrocarbons. Oxygen-demanding substances include proteins, carbohydrates, and fats; microbial degradation of such substances increases oxygen demand in water.

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying best management practices (BMPs) that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described below in Table 9. Impacts would be less than significant after implementation of the project SWPPP, and no mitigation is needed.

3. Environmental Analysis

Table 9 Construction Best Management Practices

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2003.

Operation

Municipal Stormwater Permit

Water quality requirements for design and operation of projects in the portion of Orange County in the Santa Ana Watershed are set forth in Order No. R8-2009-0030, Waste Discharge Requirements, Areawide Urban Storm Water Runoff, Orange County, issued by the Santa Ana RWQCB in 2009. A Model Water Quality Management Plan (Model WQMP) was issued by the Orange County Public Works Department (OC Public Works) in 2011, and a Technical Guidance Document (TGD) for the Model WQMP, providing detailed procedures for BMP selection and design, was issued by OC Public Works in 2013.

Pursuant to this “Fourth-Term” MS4 Permit, the co-permittees were required to develop and implement drainage area management plans for their jurisdictions as well as local implementation plans (LIPs), which describe the co-permittees’ urban runoff management programs for their local jurisdictions, such as the City of Stanton.

Under the City’s LIP, land development policies pertaining to hydromodification¹² and low-impact-development (LID) are regulated for new and significant redevelopment projects. LID BMPs are used in project planning and design to preserve a site’s predevelopment hydrology by minimizing the loss of natural

¹² The term “hydromodification” refers to the changes in runoff characteristics from a watershed caused by changes in land use condition. More specifically, hydromodification refers to “the change in the natural watershed hydrologic processes and runoff characteristics (i.e., interception, infiltration, overland flow, interflow and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport.”

3. Environmental Analysis

hydrologic processes such as infiltration, evapotranspiration, and runoff detention. LID BMPs try to offset these losses by introducing structural and nonstructural design components into the project's land plan that restore these water quality functions. These land development requirements are detailed in the countywide Model WQMP and Technical Guidance Document, approved in 2011 and 2013, respectively, which cities have incorporated into their discretionary approval processes for new development and redevelopment projects.

In accordance with the Orange County Drainage Area Management Plan and the City's LIP, Preliminary WQMPs were prepared for the proposed project (see Appendices E and G). The Preliminary WQMPs specify BMPs that would be implemented to minimize water pollution from the project site during the operation phase. The proposed project would include LID BMPs, nonstructural source control BMPs, and structural source control BMPs.

Commercial Redevelopment

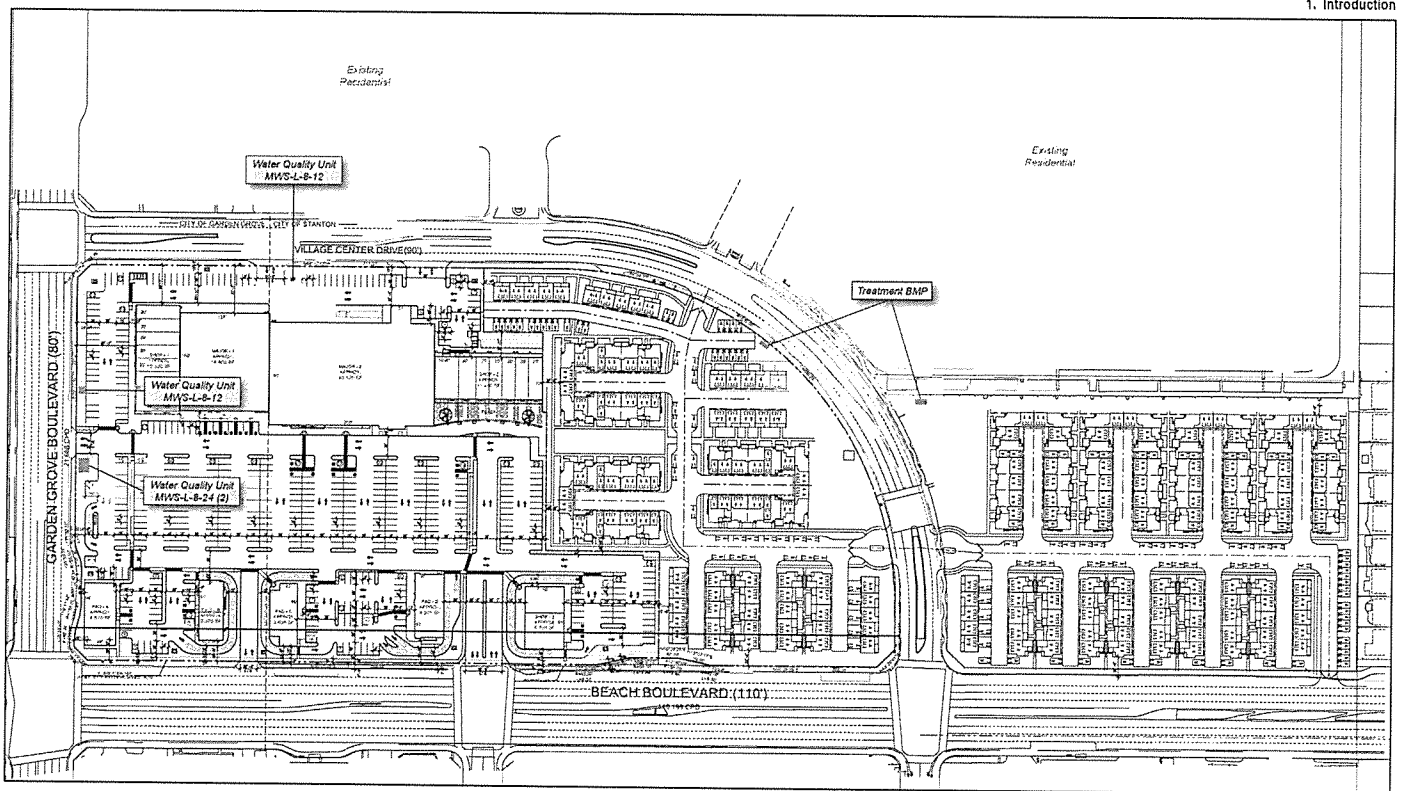
Project operation could generate the same categories of pollutants that construction could. At project completion, the commercial part of the site would be 88.5 percent impervious, that is, a net decrease of 1.4 percent compared to existing conditions.

Low-Impact Development BMPs

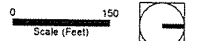
Low-impact development is an approach to land development (or redevelopment) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and re-creating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles, such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions.

Proprietary vegetated biotreatment systems along the south and southwest site boundaries would be used as LID BMPs; the proposed locations of the biotreatment systems are shown on Figure 9, *Proposed Vegetated Biotreatment System Locations*. The systems include pretreatment using cartridge media filters and treatment using wetland media beds. Diagrams of a biotreatment system unit are shown on Figure 10, *Biotreatment System Unit*. The systems would have total capacity for 22,663 cubic feet, that is, 0.75 inches of rainfall on the 10.1-acre site over 24 hours. Vegetated biotreatment systems are highly effective at removing total suspended solids, heavy metals, nutrients, hydrocarbons, and bacteria.

Figure 9 - Proposed Vegetated Biotreatment System Locations
1. Introduction



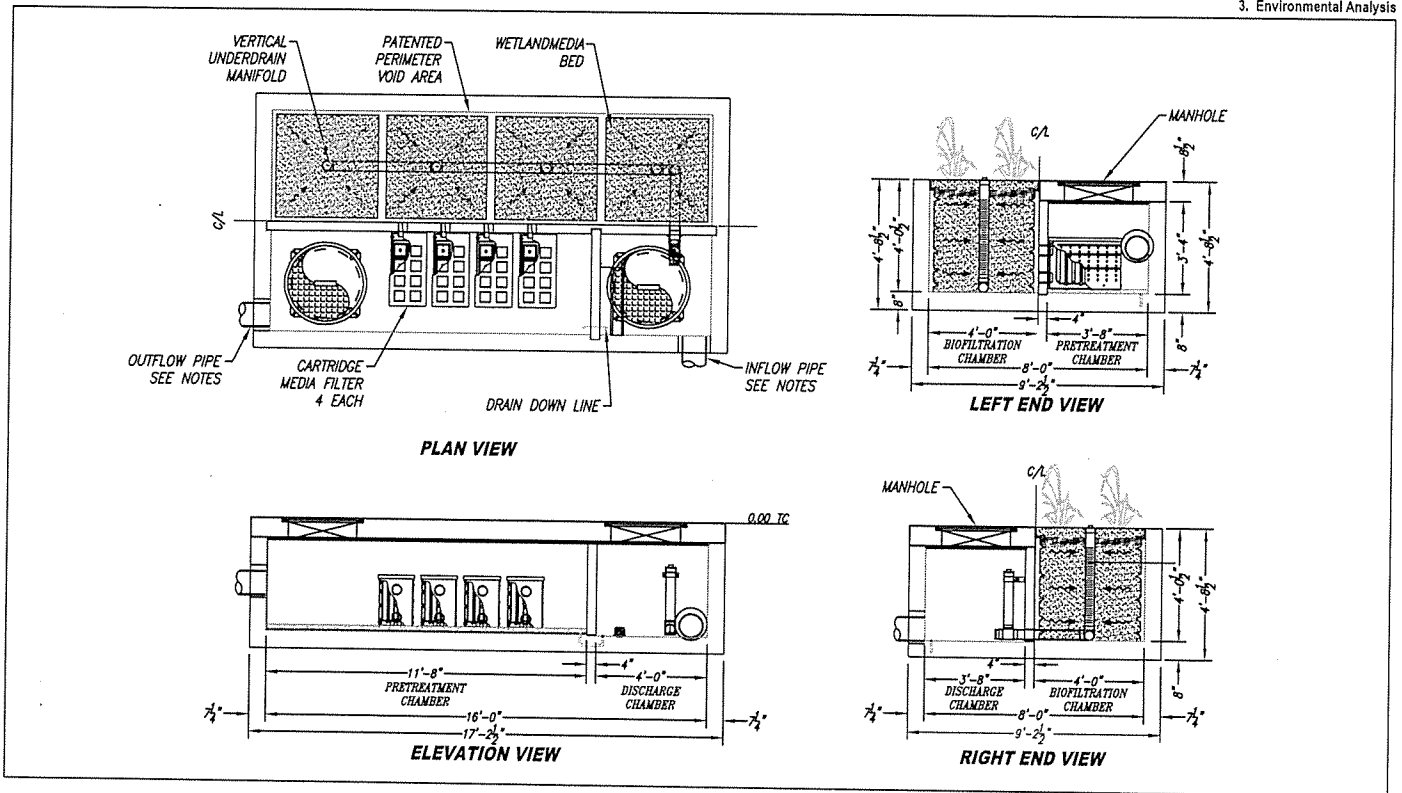
Source: Bickel Group Architecture, 2017



3. Environmental Analysis

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Figure 10 - Biotreatment System Unit
3. Environmental Analysis



Source: Blue Peak Engineering, Inc., 2017

3. Environmental Analysis

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3. Environmental Analysis

Structural Source Control BMPs

Structural Source Control BMPs reduce the potential for pollutants to enter runoff. The following structural source control BMPs are prescribed for the project:

- Provide storm drain system stenciling and signage
- Design and construct trash and waste storage areas to reduce pollution introduction
- Use efficient irrigation systems and landscape design, water conservation, and smart controllers
- Dock areas: docks must be covered; or designed to preclude run-on and run-off and should drain through an infiltration system; direct connections to storm drains from below-grade (“truck well”) loading docks are prohibited.

Nonstructural Source Control BMPs

Nonstructural source control BMPs reduce the potential for pollutants resulting from activities onsite to enter runoff. The following nonstructural source control BMPs are prescribed for the project:

- Education for property owners and tenants and employee training
- Activity restrictions
- Common area landscape management and common area litter control
- BMP maintenance
- Housekeeping of loading docks
- Common area catch basin inspection
- Street sweeping private streets and parking lots

Water quality impacts of operation of the proposed commercial redevelopment would be less than significant after implementation of the BMPs prescribed by the Preliminary WQMP for that portion of the project.

Residential Redevelopment

At project completion, the part of the residential site in Village Center would be 66 percent impervious, and the part of the site in Village Center North would be 70 percent impervious. The two parts of the residential site combined are currently 90.7 percent impervious. Project development would include installation of two networks of storm drains onsite—one in the residential portion of Village Center and the other in Village Center North—that would both discharge to an existing storm drain in Village Center Drive.

Low-Impact Development BMPs

Project runoff would be collected and treated in two proprietary vegetated biotreatment BMPs of the same type proposed for the commercial portion of the site—one on the northwest edge of the Village Center site and one in the southwest corner of the Village Center North site (see Figure 9, *Proposed Vegetated Biotreatment System Locations*). The two units would have total capacity for 20,997 cubic feet, that is, 0.75 inch of rainfall on the 11.67-acre site over 24 hours.

3. Environmental Analysis

Structural Source Control BMPs

The following structural source control BMPs are specified for the project:

- Provide storm drain system stenciling and signage
- Use efficient irrigation systems and landscape design, water conservation, and smart controllers

Nonstructural Source Control BMPs.

The following nonstructural source control BMPs are prescribed for the project:

- Education for property owners and tenants and employee training
- Activity restrictions
- Common area landscape management and common area litter control
- BMP maintenance
- Common area catch basin inspection
- Street sweeping private streets and parking lots

Water quality impacts of operation of the proposed residential redevelopment would be less than significant after implementation of the BMPs prescribed by the Preliminary WQMP for that portion of the project.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact. The project site is over the Main Orange County Groundwater Basin. Golden State Water Company West Orange District (GSWC) provides water to the part of the site in the City of Stanton, and the City of Garden Grove Water Services Division serves the part of the site in Garden Grove. Groundwater comprised about 99 percent of GSWC's water supplies in 2015 and is forecast to decline to about 87 percent of supplies by 2040 (Kennedy/Jenks 2016). Groundwater is forecast to comprise about 70 to 72 percent of the City of Garden Grove's water supplies over the 2015-2040 period (Arcadis 2016). GSWC and the City of Garden Grove each forecast that they will have sufficient water supplies to meet demands in their service areas over the 2020-2040 period, and project water demands would not substantially deplete groundwater supplies. Impacts would be less than significant.

The site is built out and is approximately 90.7 percent impervious; it provides for very little incidental groundwater recharge and is not used for intentional recharge. Project development would not impact groundwater recharge.

3. Environmental Analysis

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.**

Less Than Significant Impact. Existing site drainage is southwest via surface sheet flow, catch basins, and storm drains to public storm drains in Village Center Drive and Garden Grove Boulevard. Site drainage at project completion would be generally similar to existing conditions except that drainage would be treated in vegetated biotreatment units before discharge to storm drains in Garden Grove Boulevard and Village Center Drive. Biotreatment units are proposed for five locations onsite—two on the south site boundary next to Garden Grove Boulevard, one on the southwest site boundary next to Village Center Drive, in the commercial portion of the site, one on the northwest edge of Village Center in the residential part of the site next to Village Center Drive, and one in the southwest corner of Village Center North in the residential portion of the site (see Figure 9).

At project completion the entire site would be developed with buildings, paved areas, and landscaping, as it is now. Thus, project development would not cause substantial erosion. The proposed biotreatment units are highly effective at removing total suspended solids, including sediment. Thus, project development would not cause substantial siltation. Impacts would be less than significant and no mitigation is needed.

- d) **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 off-site?**

Less Than Significant Impact.

Commercial Redevelopment

Project development would not substantially change the existing drainage pattern onsite, as explained above in Section 3.9.c. The proposed biotreatment units would have total capacity for an 85th-percentile, 24-hour storm—that is, 0.75 inch of rain on the 10.1-acre site. Thus, development of the project would not cause substantial flooding on- or off-site, and impacts would be less than significant. No mitigation is needed.

Residential Redevelopment

Project development would not substantially change the existing drainage pattern onsite, as explained above in Section 3.9.c. The proposed biotreatment units would have total capacity for an 85th-percentile, 24-hour storm—that is, 0.75 inch of rain on the 10.1-acre site. Thus, development of the project would not cause substantial flooding on- or off-site, and impacts would be less than significant. No mitigation is needed.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. Impacts would be less than significant, as substantiated above in Section 3.9.a respecting polluted runoff, and 3.9.d respecting storm drainage capacity.

3. Environmental Analysis

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Impacts would be less than significant, as substantiated above in Section 3.9.a.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less Than Significant Impact. The project site is in shaded flood zone X designated by the Federal Emergency Management Agency (FEMA), indicating that it is in a 500-year flood zone but not a 100-year flood zone (FEMA 2017). Project development would not place housing in a 100-year flood zone, and impacts would be less than significant.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is outside of 100-year flood zones, and no impact would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The project site is not in an area mapped by FEMA as protected from 100-year floods by levees (FEMA 2017). The project site is in the dam inundation area of Prado Dam, on the Santa Ana River about 22 miles to the east. Work is nearing completion on the Santa Ana River Mainstem Project, aimed at protecting parts of San Bernardino, Riverside, and Orange counties from flooding on the Santa Ana River. The Mainstem Project, underway since 1989, is being carried out by agencies, including the flood control agencies of Orange, Riverside, and San Bernardino counties and the US Army Corps of Engineers. The Mainstem Project includes construction of the Seven Oaks Dam on the Santa Ana River in Mentone, completed in 2000; increasing the height and spillway size of Prado Dam; and strengthening levees along the river. Work on the Santa Ana River in Orange County from Wier Canyon to the Pacific Ocean has been completed; work on the river between Weir Canyon and Prado Dam is scheduled for completion in 2021 (Corpuz 2017), and improvements on Prado Dam are due for completion in 2020 (OCPW 2017). Ongoing flood protection improvements along the Santa Ana River would minimize flood hazards from failure of a dam or a levee. Flooding impacts would be less than significant and no mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No inland water bodies are close enough to the site to pose a flood hazard to the site due to a seiche, and no impact would occur. No mitigation is needed.

3. Environmental Analysis

Tsunami

A tsunami is an ocean wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is about six miles inland from the Pacific Ocean and at an elevation ranging from about 50 to 56 feet amsl; thus, the site is not at risk of flooding from a tsunami.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The site and surrounding areas are flat and will not generate mudflows. No impact would occur and no mitigation is required.

3.10 LAND USE AND PLANNING

Would the project:

a) **Physically divide an established community?**

No Impact. Project development would not divide an established community. Most of the buildings onsite are fenced, and the site does not provide access between surrounding neighborhoods. The site is surrounded by commercial uses and a mobile home park to the east opposite Beach Boulevard; by single-family residences to the north; by commercial and attached single-family residential uses to the west; and by commercial uses opposite Garden Grove Boulevard to the south. No impact would occur.

b) **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?**

No Impact. The existing City of Stanton General Plan land use designation is South Gateway Mixed Use District, and the existing zoning designation is General Commercial with the South Gateway Mixed Use Overlay. The proposed commercial and residential uses are both permitted in the South Gateway Mixed Use Overlay subject to a planned development permits for the proposed commercial uses and development agreement for the residential uses. The part of the site in Garden Grove has a zoning designation of Community Commercial (C-2) and a General Plan land use designation of light commercial. Some of the proposed commercial uses in the part of the site in Garden Grove would not conform to the building setback and landscape setback development standards for the C-2 Zoning District. The C-2 District requires that buildings on interior lots be set back 15 feet from the front of a lot, and 5 feet from the rear of the lot. Buildings on corner lots must be set back 10 feet from the side street and from the rear of the lot (Garden Grove Municipal Code Section 9.16.040.010). Setbacks from roadways must be landscaped (15-foot depth for arterial highways and 10-foot depth for other roadways; Municipal Code Section 9.16.040.070). Proposed Pad B, along Beach Boulevard in the southeast part of the site, would not conform to the requirement for a 15-foot landscaped setback from Beach Boulevard; the City of Stanton will request the City of Garden Grove to approve a zoning variance to permit a setback from Beach Boulevard approximately 11 feet wide.

3. Environmental Analysis

Upon approval of such variance by the City of Garden Grove, the proposed project would conform with Garden Grove development standards for the C-2 zoning district onsite.

Impacts would be less than significant and no mitigation is necessary.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Project development would not conflict with the OCTA NCCP/HCP, as substantiated in Section 3.4.f, above, and no impact would occur. No mitigation is needed.

3.11 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Less Than Significant Impact. The project site is mapped in Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey, indicating that no significant mineral deposits are known to be present, or it is judged that such deposits are unlikely to be present (CGS 1995). Project development would not cause a loss of availability of known mineral resources valuable to the region and the state, and impacts would be less than significant. No mitigation is required.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. No mining sites are identified in the City of Stanton General Plan (Stanton 2008), and no impact would occur. No mitigation is needed.

3.12 NOISE

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, City of Stanton, and City of Garden Grove have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals, description of metrics used in this analysis, existing regulations, and pertinent technical standards, construction effects calculation worksheets, and project-generated traffic-operations noise-modeling results are in Appendix I of this Initial Study.

Existing Conditions

The project site is on Beach Boulevard, immediately north of Garden Grove Boulevard and approximately 950 feet north of SR-22. The majority of the project site is in the City of Stanton; however, a portion of site is in Garden Grove. The project site is currently occupied by retail and commercial/office uses. Existing noise

3. Environmental Analysis

sources in the vicinity include traffic noise from Beach Boulevard, Garden Grove Boulevard, and SR-22 and stationary noise from sources such as HVAC systems, parking lot activity, and occasional truck deliveries at surrounding commercial and multifamily residential uses. Details on existing noise levels generated by local traffic are included in the following paragraph and listed in Table 10. The nearest off-site sensitive receptors include adjacent single-family residences to the north along Stepping Stone Circle, the Crosspointe Village multifamily residences to the west across Village Center Drive, and the Beach West Mobile Estates residences to the east across Beach Boulevard.

On-Road Vehicles

Average daily traffic volumes were estimated using the FHWA Highway Traffic Noise Prediction Model (FHWA 1978) and information provided by Kunzman Associates in August 2017. The data for average daily traffic flow along SR-22 were available through Caltrans (Caltrans 2015). The results of this modeling indicates that average noise levels along arterial segments currently range from approximately 59 dBA to 77 dBA CNEL (at 50 feet from the centerline of the road), and approximately 85 dBA CNEL along SR-22. Noise levels for existing conditions along analyzed roadways are presented in Table 10, *Existing Conditions Traffic Noise Levels*.

Table 10 Existing Conditions Traffic Noise Levels

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Beach Boulevard	North of Chapman Ave	66,000	76.9	144	309	666
Beach Boulevard	Chapman Ave to Lampson Ave	71,000	77.2	151	325	700
Beach Boulevard	Lampson Ave to Stanford Ave	73,000	77.3	154	331	713
Beach Boulevard	Stanford Ave to Acacia Ave	73,000	77.3	154	331	713
Beach Boulevard	Acacia Ave to Garden Grove Blvd	73,000	77.3	154	331	713
Beach Boulevard	SR-22 ramps to Trask Ave	72,000	77.2	152	328	706
Beach Boulevard	South of Trask Ave	72,000	77.2	152	328	706
Hoover Street	North of Garden Grove Blvd	1,000	53.8	4	9	19
Hoover Street	Garden Grove Blvd to Trask Ave	17,000	69.3	45	96	207
Chapman Avenue	West of Beach Blvd	23,000	71.9	66	143	309
Chapman Avenue	East of Beach Blvd	21,000	71.5	63	135	290
Lampson Avenue	West of Beach Blvd	14,000	68.3	39	83	180
Lampson Avenue	East of Beach Blvd	12,000	67.6	35	75	161
Village Center Drive	West of Beach Blvd	2,600	62.4	16	33	72
Village Center Drive	North of Garden Grove Blvd	2,600	62.4	16	33	72
Stanford Avenue	East of Beach Blvd	1,300	57.9	8	17	36
Acacia Avenue	East of Beach Blvd	2,400	60.6	12	25	55
Garden Grove Boulevard	West of Hoover St	21,000	71.9	67	144	311
Garden Grove Boulevard	Hoover St to Village Center Dr	21,000	71.9	67	144	311
Garden Grove Boulevard	Village Center Dr to Beach Blvd	21,000	71.9	67	144	311

3. Environmental Analysis

Table 10 Existing Conditions Traffic Noise Levels

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Garden Grove Boulevard	Beach Blvd to Dale St	23,000	72.3	71	153	330
Trask Avenue	Hoover St to Beach Blvd	14,000	69.7	48	103	222
Trask Avenue	East of Beach Blvd	11,000	67.3	33	71	153
SR-22 / Garden Grove Fwy	West of Beach Boulevard	167,085	84.9	449	967	2083

Note: For SR-22, to adjust for estimated 2017 traffic based on the Caltrans 2015 document, a traffic increase of 2.64 percent per year was used, based on the 2014 to 2015 traffic trend increase.

Based on the traffic noise estimates from SR-22, Beach Boulevard, and Garden Grove Boulevard, the project site is exposed to roadway noise in the range of 63 to 78 dBA CNEL (lowest noise levels at the northwest corner of the site and highest noise levels at the southeast corner). However, these estimates are conservative because they only account for distance attenuation and do not account for topography or intervening structures that may provide some attenuation.

Impacts

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact. Noise and/or vibration levels that are potentially in excess of established and pertinent standards can occur from ongoing (a) project-related traffic or (b) on-site stationary sources. These are discussed separately below.

Applicable Standards

The proposed project is subject to the City of Stanton and the City of Garden Grove municipal codes.

City of Stanton Municipal Code

Exterior Noise Limits

Chapter 9.28 (Noise Control) of the Stanton Municipal Code provides regulations to control unnecessary, excessive, and annoying noise emanating from incorporated areas of the city. Exterior and interior noise limits based on land use are shown in Table 11, *Exterior Noise Limits*, and Table 12, *Interior Noise Limits*. Detailed portions of the Stanton Municipal Code are included in Appendix I.

3. Environmental Analysis

Table 11 Exterior Noise Limits

City	Noise Zone	Type of Land Use	Allowable Exterior Noise Level (dBA)	
			7:00 AM–10:00 PM	10:00 PM–7:00 AM
Stanton	Noise Zone 1	Residential	55	50
Garden Grove	Not applicable	Residential	55	50

Sources:
Stanton Municipal Code, Chapter 9.28.050 (Exterior Noise Standards).
Garden Grove Municipal Code Sections 8.47.040 (Ambient Noise Measurement) and 8.47.050 (General Noise Regulation)

The following adjustments are applicable to the exterior standards outlined in Table 11:

If the noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the noise levels shall be reduced by 5 dBA. Noise levels at residential properties may not exceed the exterior noise standards:

- for a cumulative period of more than thirty minutes in any hour;
- plus 5 dBA for a cumulative period of more than fifteen minutes in any hour;
- plus 10 dBA for a cumulative period of more than five minutes in any hour;
- plus 15 dBA for a cumulative period of more than one minute in any hour; or
- plus 20 dBA for any period of time.

If the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Interior Noise Limits

Table 12 Interior Noise Limits

Receiving Land Use District	Type of Land Use	Allowable Interior Noise Level (dBA)	
		7:00 AM–10:00 PM	10:00 PM–7:00 AM
All	Residential	55	45

Source: Stanton Municipal Code, Chapter 9.28.060 (Interior Noise Standards).

The following adjustments are applicable to the interior standards outlined in Table 12

If the noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the noise levels shall be reduced by 5 dBA. Noise levels at residential properties may not exceed the exterior noise standards:

- The noise standard (above) for that land use district for a cumulative period of more than five minutes in any hour;
- The noise standard plus 5 dB for a cumulative period of more than one minute in any hour; or

3. Environmental Analysis

- The noise standard plus 10 dB or the maximum measured ambient, for any period of time.

If the measured indoor ambient level exceeds that permissible within any of the first two noise limit categories in this section, the allowable noise exposure standard shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Stanton Municipal Code Section 9.28.070 contains provisions that deal with construction noise. Details of these criterion and the related impacts are discussed below in impact item 3.12.d.

City of Garden Grove Municipal Code

Exterior Noise Limits

Chapter 8.47 (Noise Control) of the Garden Grove Municipal Code provides regulations to control excessive noise emanating from noise sources within the city. Noise limits based on the existing ambient level and land use type are provided below. Detailed portions of the Garden Grove Municipal Code are included in Appendix I.

Table 13 lists default ambient noise levels based on a land use type. If the actual measured ambient noise level exceeds the levels in Table 13, the actual measured ambient noise level shall be used as the basis for determining impact significance.

Table 13 Base Ambient Noise Levels

Sensitivity	Type of Land Use	Default Ambient Noise Level (dBA)	
		7:00 AM–10:00 PM	10:00 PM–7:00 AM
Sensitive	Residential	55	50
Conditionally Sensitive	Institutional, Office-Professional, Hotels & Motels	65	65
Non-Sensitive	Commercial/Industrial Use	70	70
	Commercial/Industrial Use within 150 feet of Residential	65	50

Source: Garden Grove Municipal Code, Chapter 8.47.040 (Ambient Base Noise Levels).

In situations where two adjoining properties exist within two different use designations, the most restrictive ambient base noise level will apply.

Municipal code section 8.47.040 permits any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB, as measured at the property line of the noise generation property.

Noise levels at residential properties may not exceed the default ambient noise level or the measured ambient noise level (whichever is higher):

- for a cumulative period of more than thirty minutes in any hour;
- plus 5 dBA for a cumulative period of more than fifteen minutes in any hour;
- plus 10 dBA for a cumulative period of more than five minutes in any hour;
- plus 15 dBA for a cumulative period of more than one minute in any hour; or

3. Environmental Analysis

- plus 20 dBA for any period of time.

If the ambient noise level exceeds any of the first four noise limit categories, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Garden Grove Municipal Code Section 8.47.060 contains provisions that deal with construction noise. Details of these criterion and the related impacts are discussed below in impact item 3.12.d.

Interior Noise Limits

The City of Garden Grove Municipal Code does not establish interior noise limits.

Project-Related Traffic Noise

Future development in accordance with the project would cause increases in traffic along local roadways. A substantial increase is defined as a noise increase greater than 3 dB over existing conditions, which signifies a noticeable increase in the total noise environment (i.e., noise increases below 3 dB are typically not noticeable). Sensitive land uses include residential, schools, churches, and medical uses. Commercial and industrial areas are not considered noise sensitive and generally have higher tolerances for exterior and interior noise levels.

The traffic noise levels were estimated using the FHWA Highway Traffic Noise Prediction Model (FHWA 1978). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of the project site are included in Appendix I.

Table 14, *Project Buildout Traffic Noise Increases*, presents the noise level increases on roadways over existing conditions at 50 feet from the centerline of each roadway segment due to the project. The “2019 Plus Project” traffic noise levels include effects of future regional ambient growth and growth due to the project (Kunzman 2017).

3. Environmental Analysis

Table 14 Project Buildout Traffic Noise Increases

Roadway	Segment	dBA CNEL @ 50 ft.			
		Existing	2019 Plus Project	Overall Increase	Project Contribution
Beach Boulevard	North of Chapman Ave	76.9	77.0	0.2	0.0
Beach Boulevard	Chapman Ave to Lampson Ave	77.2	77.4	0.2	0.0
Beach Boulevard	Lampson Ave to Stanford Ave	77.3	77.5	0.2	0.1
Beach Boulevard	Stanford Ave to Acacia Ave	77.3	77.6	0.3	0.1
Beach Boulevard	Acacia Ave to Garden Grove Blvd	77.3	77.7	0.3	0.2
Beach Boulevard	SR-22 ramps to Trask Ave	77.2	77.4	0.2	0.1
Beach Boulevard	South of Trask Ave	77.2	77.4	0.2	0.1
Hoover Street	North of Garden Grove Blvd	53.8	53.8	0.0	0.0
Hoover Street	Garden Grove Blvd to Trask Ave	69.3	69.4	0.2	0.0
Chapman Avenue	West of Beach Blvd	71.9	72.0	0.1	0.0
Chapman Avenue	East of Beach Blvd	71.5	71.7	0.2	0.0
Lampson Avenue	West of Beach Blvd	68.3	68.5	0.2	0.1
Lampson Avenue	East of Beach Blvd	67.6	67.9	0.3	0.1
Village Center Drive	West of Beach Blvd	62.4	64.0	1.6	1.5
Village Center Drive	North of Garden Grove Blvd	62.4	63.3	0.9	0.8
Stanford Avenue	East of Beach Blvd	57.9	58.5	0.6	0.6
Acacia Avenue	East of Beach Blvd	60.6	60.8	0.2	0.2
Garden Grove Boulevard	West of Hoover St	71.9	72.1	0.2	0.1
Garden Grove Boulevard	Hoover St to Village Center Dr	71.9	72.2	0.3	0.1
Garden Grove Boulevard	Village Center Dr to Beach Blvd	71.9	72.2	0.3	0.2
Garden Grove Boulevard	Beach Blvd to Dale St	72.3	72.6	0.3	0.2
Trask Avenue	Hoover St to Beach Blvd	69.7	69.8	0.1	0.0
Trask Avenue	East of Beach Blvd	67.3	67.5	0.2	0.1

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Kunzman Associates (August 2017). Calculations in Appendix I.

Table 14 shows that traffic noise increases resulting from the project contribution would range from 0.0 to 1.5 dB, and overall increases due to both the project and regional growth would range from 0.0 to 1.6 dB. No segments would experience substantial noise increases greater than 3 dB over existing conditions. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Stationary-Source Noise Impacts

The existing commercial uses in Village Center North would be demolished and redeveloped with new residential uses. Similarly, many of the commercial uses in the Village Center portion of the project site

3. Environmental Analysis

would either be renovated or demolished. Two of the existing large buildings in the southwestern portion of the project site would be redeveloped and remain as commercial uses. New commercial structures would be constructed in the southern portion of the project site along Beach Boulevard. In general, most of the southern portion of the Village Center site would remain commercial use; the northern portion of Village Center and Village Center North would be redeveloped for residential uses.

For the commercial portion of the proposed project, noise generation would remain about the same as existing conditions. Maintenance, truck deliveries, trash pickup, and parking lot activity would generate noise that could be audible at the nearest sensitive receptors; however, these activities would not be significantly more frequent or more intensive than existing conditions. Residential uses typically generate less noise than the storefront commercial uses associated with the proposed project. Noise from residential uses are usually generated from people talking, property maintenance, or external HVAC systems. The proposed residential uses in the northern portion of the project site are expected to generate considerably less noise than the existing commercial uses. Further, HVAC systems for new commercial and residential buildings associated with the proposed project are expected to be more efficient and quieter than the older mechanical systems employed by the existing commercial buildings.

Furthermore, as mentioned above, the noise environment around the project site is heavily influenced by traffic noise along SR-22, Beach Boulevard, and Garden Grove Boulevard. Stationary noise associated with the proposed project is not expected to contribute to the overall exterior noise environment. Since the proposed uses at the project site would be less noise intensive than existing conditions, noise impacts due to stationary sources to the nearby residential areas west of the site would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation Incorporated. Excessive groundborne vibration or groundborne noise can potentially be generated during (a) ongoing project operations or (b) the construction portion of the project implementation. These are discussed separately below.

Vibration Standards

Since neither the City of Stanton nor the City of Garden Grove set quantitative vibration level standards for structural damage or annoyance, impacts are defined as significant if they exceed the Federal Transit Administration (FTA) standards for vibration (FTA 2006). For temporary construction-generated vibration levels, the FTA guidelines shown in Table 15 will be used for annoyance criteria.

3. Environmental Analysis

Table 15 Groundborne Vibration Criteria: Human Annoyance

Land Use Category	Max Lv (VdB)	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006.
Note: Max Lv (VdB): Lv is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

It is also pertinent to assess potential architectural damage, beyond just annoyance effects, due to vibrational energy. The FTA guidelines shown in Table 16 are used for architectural damage criteria.

Table 16 Groundborne Vibration Criteria: Architectural Damage

Building Category	PPV (in/sec)	Lv (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2006.
Note: Lv (VdB): Lv is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

For project-related construction activities that would generate vibration strong enough to cause vibration-induced architectural damage to the nearest residential buildings (which fall in the category of nonengineered timber and masonry buildings), the FTA criterion is 0.2 peak particle velocity (PPV) in/sec.

Operations Vibration

The operation of the project would not include any long-term vibration sources, such as large motors, generators, compressors, or stamping/forging equipment. The project would not generate substantial levels of vibration, and there would be no impact due to operations-related vibration.

Construction Vibration

Project construction can generate varying degrees of ground vibration, depending on the construction procedures, the equipment used, and the proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on the type and depth of the source, soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Vibration is typically noticed nearby when objects in a

3. Environmental Analysis

building generate noise from rattling windows or jangling picture frames. It is typically not perceptible outdoors and, therefore, impacts are normally based on the distance to the nearest building (FTA 2006). Table 17 lists typical vibration levels for different types of typical construction equipment at 25 feet from the source.

Table 17 Vibration Levels for Common Construction Equipment

Equipment	Approximate RMS Velocity at 25 Feet (in/sec)	Approximate Velocity Level at 25 Feet (VdB) ¹
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
FTA Criteria – Human Annoyance (Residential Daytime/ Residential Nighttime)	—	78/72
FTA Criteria – Human Annoyance (Office)	—	84
FTA Criteria – Structural Damage	0.200	—

Source: FTA 2006.

¹ The conversion between PPV and VdB vibration metrics assumes a typical crest factor of 4. See FTA manual page 12-12 for additional information.

Construction Vibration-Induced Architectural Damage

According to Caltrans' research and measurements, earthmovers and haul trucks have never exceeded PPV of 0.100 in/sec at 10 feet (Caltrans 2002). Likewise, ground vibration from construction activities rarely reaches levels that can damage structures, but can achieve perceptible levels in buildings close to a construction site (FTA 2006). Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting. No pile driving and rock blasting activities are anticipated to be required during project construction.

Since the potential architectural damage to structures is directly related to the amount of vibrational energy at the source being transmitted through the ground to the receptor structure, this assessment uses the maximum vibration velocity at a specific distance from the edge of the project site to the receptor. The nearest off-site structures are single-family homes along Stepping Stone Circle, a minimum of 23 feet north of the edge of the project site. Table 18 shows the vibration levels from typical earth-moving construction equipment at these and other nearby off-site structures.

3. Environmental Analysis

Table 18 Maximum Vibration Levels at Nearest Structures¹

Equipment	Peak Particle Velocity (in/sec)			
	Homes at Stepping Stone Circle (23 ft.)	Crosspointe Village Apartments (67 ft.)	Commercial across Garden Grove Blvd (115 ft.)	Beach West Mobile Estates (150 ft.)
Vibratory Roller	0.238	0.048	0.021	0.014
Large Bulldozer	0.101	0.020	0.009	0.006
Loaded Trucks	0.086	0.017	0.008	0.005
Jackhammer	0.040	0.008	0.004	0.002
Small Bulldozer	0.003	0.001	0.000	0.000

Source: FTA 2006.

Bold values indicate levels above the acceptable threshold.

¹ Distances measured from boundary of construction site to the nearest façade of the respective receptor building.

As shown in Table 18, the maximum construction-related vibration level would have potential to exceed the threshold for architectural damage at the homes along Stepping Stone Circle if activities are conducted near the project site boundary. The 0.200 PPV in/sec FTA threshold would be exceeded if a vibratory roller is operated within approximately 30 feet of an offsite residential structure. Therefore, architectural-damage vibration impacts would be potentially significant. With the implementation of Mitigation Measure N-1, which would place limitations on certain equipment and/or their use at certain distances, impacts would be reduced to less than significant after mitigation.

Construction Vibration-Induced Annoyance

Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. However, vibration-related construction activities would occur in the daytime when people are least sensitive to vibration levels (as many people would be away from their residences during the day or, if home, would most likely not be sleeping). The level where vibration becomes annoying is 78 VdB for residential uses, during the daytime hours when construction would occur (FTA 2006).

Construction activities are typically distributed throughout the project site and would only occur for a very limited duration when equipment would be working in close proximity. Therefore, to represent the average vibration level, distances to the nearest receptors are measured from the center of the construction site. The nearest sensitive receptors are the Crosspointe Village Apartments and the Beach West Mobile Estates residences across Beach Boulevard, each approximately 400 feet from the center of the Project site. Table 19 shows the vibration levels from typical earthmoving construction equipment at the nearest sensitive receptors.

3. Environmental Analysis

Table 19 Average Vibration Levels at Nearest Sensitive Receptors¹

Equipment	Vibration Decibel Level (VdB)		
	Crosspointe Village Apts (400 ft.)	Beach West Mobile Estates (400 ft.)	Homes at Stepping Stone Cir (1000 ft.)
Vibratory Roller	58	58	46
Large Bulldozer	51	51	39
Loaded Trucks	50	50	38
Jackhammer	43	43	31
Small Bulldozer	22	22	10

Source: FTA 2006

Bold values indicate levels above the acceptable threshold.

¹ Distances to the nearest receptors are measured from the center of the construction site to represent the average vibration level.

Table 19 presents the expected average vibration levels for each applicable construction equipment item.

On average, construction-generated vibration levels would not exceed 58 VdB and would not exceed the threshold for human annoyance at the nearest sensitive receptors. Other sensitive receptors in the vicinity of the project site are more distant and would therefore experience lower vibration levels than those presented above. Heavy equipment would only operate at the project boundary for brief periods, if at all. As heavy construction equipment moves around the project site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment and would generally not be perceptible. Vibration during construction would not exceed the FTA's annoyance threshold at the nearest receptors. Therefore, the impact would be less than significant, and no mitigation measures would be required.

Vibration Summary

Given the distances to the nearest sensitive receptors, construction vibration impacts related to annoyance would be less than significant. However, maximum vibration levels generated by construction equipment operating near the project site boundary could potentially result in architectural damage impacts to the homes at Stepping Stone Circle. Therefore, Mitigation Measure N-1 is required to reduce architectural damage impacts to less than significant.

Mitigation Measure

MM N-1 For demolition, construction, grading, foundation, and erection activities that would use vibration-producing equipment, the following mitigation measure shall be implemented in close coordination with City staff so that alternative construction techniques are undertaken.

Prior to the start of construction activities, the construction contractor shall document, to the extent feasible, the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the off-site buildings and/or structures with ground-based foundations (including pools, hot-tubs, and spas) within 50 feet of any construction site boundaries.

3. Environmental Analysis

During construction of the project, vibratory rollers shall be restricted from operating within 30 feet of buildings or other structures, and large bulldozers and loaded trucks shall be restricted from operating within 15 feet of off-site buildings or other structures.

Noise and vibration monitoring shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the 8-hour Leq exceedance threshold (80 dBA) along the residential property line. Vibration monitoring should occur during phases of heavy earthmoving and report incidents over 0.25 PPV (in/sec) at the adjacent residential structures.

~~During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows], sticking/rubbing doors or openable windows, fallen or displaced ceiling tiles, and/or items displaced from shelving) to the off-site buildings within 50 feet of the project site, City staff shall immediately issue "stop work" orders to the construction contractor to prevent further damage. Work shall not restart until the buildings are stabilized and/or preventive measures are implemented to relieve further damage to the building(s).~~

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less Than Significant Impact. As described under section 3.12.a, above, increases in noise levels related to stationary noise sources related to the project would not substantially affect the existing noise environment. Similarly, noise from project-related traffic along local roadways would not significantly increase noise levels in the project area. Therefore, permanent noise impacts would be less than significant, and no mitigation measures are necessary.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Less than Significant Impact. Potential temporary increases in ambient noise levels would be associated with construction activities. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, the time of day, and the duration of the noise-generating activities. Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from the transport of workers, material deliveries, and debris/soil hauling; and (2) on-site noise from use of construction equipment. Construction activities are anticipated to last approximately ten months.

Construction Noise Standards

Under Stanton Municipal Code Section 9.28.070 (Special Provisions), the City exempts noise sources associated with construction, repair, remodeling, or grading of any real property provided said activities occur on a weekday or Saturday between the daytime hours of 7 AM to 8 PM (construction activities are not allowed on Sundays or federal holidays).

3. Environmental Analysis

Garden Grove Municipal Code Section 8.47.060 (Special Noise Sources) restricts construction activities or repair work on buildings, structures, or projects, or operation of a pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device within 500 feet of a residential area to the daytime hours of 7 AM to 10 PM.

Construction associated with the proposed project would be subject to Stanton's time-of-day noise limits for construction (which are more restrictive than the Garden Grove requirements)—i.e., construction activities shall be limited to weekdays or Saturdays between the daytime hours of 7 AM to 8 PM (construction activities are not allowed on Sundays or federal holidays).

Construction Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. Project construction activities are expected to generate up to 24 haul truck trips per day. The primary access routes for construction vehicles to the project site would be Beach Boulevard (73,000 ADT), Village Center Drive (2,600 ADT), and Garden Grove Boulevard (21,000 ADT). Therefore, the addition of 24 haul truck trips during project construction would result in an increase in traffic flows of less than 1 percent. This increment in flows translates into less than 0.1 dB CNEL of traffic-generated noise,¹³ which would be negligible with respect to the threshold of audibility and well below the 3 dB threshold of significance. In addition, these truck trips would be spread throughout the workday, primarily during non-peak traffic periods. Therefore, noise impacts from construction-related truck traffic would be less than significant at noise-sensitive receptors along the construction routes, and no mitigation measures would be required.

Construction Equipment

Each stage of construction involves the use of different kinds of construction equipment/processes—depending on the work to be accomplished—and therefore has its own distinct noise characteristics. The demolition and grading and building phases, which would overlap, are expected to generate the highest levels of noise because they require the largest, most powerful equipment. Short-term noise can be also associated with site preparation, construction, asphalt paving, and finish application. Construction activities for the proposed project would not require blasting or pile driving.

Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks would result in different construction-related noise levels at any given receptor. For average construction noise, distances are measured from the center of the proposed construction zone to the nearest residential receptor in each analyzed residential community. For maximum construction noise, distances are measured from the edge of the construction site to the nearest residential receptor in each analyzed residential community.

The expected noise exposure at receptors near the center of the analyzed residential communities will be notably less than the noise levels presented in the following analysis, due to distance attenuation and shielding

¹³ The noise level increase for such a situation would nominally be $10 \cdot \log_{10}(1.01/1) = 0.04$ dB.

3. Environmental Analysis

from intervening buildings (i.e. the expected noise levels for the Crosspointe Village Apartments are in terms of the easternmost receptors; receptors near the center of the apartment complex will be exposed to notably less construction noise).

This analysis used analysis methods and construction noise reference levels from the Roadway Construction Noise Model (FHWA, 2006); average noise reference levels (L_{eq}) were used in the analysis shown in Table 20, and maximum noise reference levels (L_{max}) were used in the analysis shown in Table 21. Expected construction noise levels per construction phase, as measured to the nearest residences are provided in the following tables.

Table 20 Average Project-Related Construction Noise Levels (L_{eq})

Receiver Receiver	Distance (feet)	Sound Level per Construction Phase, dBA L_{eq}							
		Site Prep	Demolition	Rough Grading	Utility Trenching	Grading	Building Const- ruction	Asphalt Paving	Architectural Coating
Crosspointe Village Apartments	400	66	69	69	61	70	65	68	54
Beach West Mobile Estates	400	66	69	69	61	70	65	68	54
Homes along Stepping Stone Cir	1000	58	61	61	54	62	57	61	46

Notes: Calculations performed with the FHWA's RCNM software and are included in Appendix I.
Distances are from the center of the applicable construction phase area to the nearest residences.

Projected average noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment at spatially averaged distances (i.e., from the center of the construction zone) to the nearest residential receptor. Construction noise levels may, at times, be higher or lower than the levels presented in Table 20; this table represents the expected time-averaged, energy-averaged, and spatially averaged noise levels.

3. Environmental Analysis

Table 21 Maximum Project-Related Construction Noise Levels (L_{max})

Receiver Receiver	Distance (feet)	Sound Level per Construction Phase, dBA L_{max}							
		Site Prep	Demolition	Rough Grading	Utility Trenching	Grading	Building Const- ruction	Asphalt Paving	Architectural Coating
Crosspointe Village Apartments	130	80	86	83	78	84	79	81	68
Beach West Mobile Estates	170	78	84	80	76	82	77	79	66
Homes along Stepping Stone Cir	35	91	97	94	89	95	90	93	80

Notes: Calculations performed with the FHWA's RCNM software and are included in Appendix I.
Distances are from the center of the applicable construction phase area to the nearest residences.

Projected maximum noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment, measured from the edge of the construction site the nearest residential receptor. This table represents the noise exposure if all applicable construction items were operating at the nearest edge of the construction site at the same time. Further, the reference levels used in this analysis were the peak noise levels (L_{max}) associated with each equipment item. Thus, project-related construction activities may, for very brief periods, at the nearest receptors, reach the noise levels presented in Table 21. However, since not all equipment items will be operating at the same time, equipment items only reach their peak level for brief periods, and since construction equipment will move around the site, project-related construction noise levels will be much lower than the noise levels presented in Table 21 for the majority of construction activities.

Using information provided by the City of Stanton, coupled with methodologies and inputs employed in the air quality assessment, the expected construction equipment mix was estimated and categorized by construction activity. Total project construction is expected to last approximately 8 months. The associated, aggregate sound levels for both periods of construction are summarized in Table 20 and Table 21, grouped by construction activity.

The nearest residences are the Crosspointe Village Apartments to the west and the Beach West Mobile Estates to the east, each about 400 feet from the approximate center of project-related construction activities. At this distance, composite construction noise would be reduced to a conservatively estimated level of 70 dBA L_{eq} (or 84 dBA L_{max}) during the loudest period of construction (the grading phase). The grading phase will last for approximately 41 days. The demolition phase of construction will most likely be the most disruptive period of construction in terms of nearby residential uses. Composite equipment noise during the demolition period would be 69 dBA L_{eq} (or 86 dBA L_{max}) at the nearest receptor location, and the demolition phase is expected to last approximately 198 days. The building construction phase would consist of more sporadic noise events and would produce a continuous noise level in the range of 65 dBA L_{eq} (or 79 dBA L_{max}) at the nearest receptor; the building construction phase is expected to last approximately 130 days.

3. Environmental Analysis

Other periods of construction would result in lower noise levels and shorter durations than the grading and construction phases. The noise level estimates described above are due to distance attenuation alone; intervening structures and topographical characteristics would provide additional attenuation that would result in even lower noise levels than what is presented in Table 20 or Table 21.

Per Stanton Municipal Code Section 9.28.070, construction activities are limited to weekdays or Saturdays during the daytime hours of 7 AM to 8 PM. Further, as mentioned above, the existing 24-hour noise environment around the project site is in the range of 63 to 78 dBA CNEL due to traffic noise alone. Project-related construction noise is not expected to substantially exacerbate the existing ambient noise environment. Though project-related construction activities would be audible at the nearest sensitive receptors, because the loudest construction phases have limited durations; the existing noise environment is relatively loud; construction activities would be limited to small- to medium-sized equipment (i.e., bulldozers, grading tractors, dump trucks, loaders, back hoes, pavers, and a crane); and construction would conform to the time-of-day restrictions of the Stanton Municipal Code and take place during the daytime hours when many people would be out of their houses, construction noise impacts would be less than significant and no mitigation measures are necessary.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. There are no public airports located within 5 miles of the project site. The nearest public airports are Fullerton Municipal Airport, which is 6.6 miles north of the project site, and Long Beach Airport at 9.3 miles to the west (Airnav.com, 2017). At these distances, aircraft operations noise would not be expected to notably affect the noise environment at the project site. No impact related to noise from a public airport would occur and no mitigation measures are necessary.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Less than Significant Impact. The nearest private airport to the project site is the Joint Forces Training Base in Los Alamitos, approximately 3.4 miles to the west of the project site. At this distance, the project site lies well outside of the 60 dBA CNEL contour. The nearest heliport is the Huntington Beach Service Center Heliport, 2.2 miles to the south of the project site. There are no other heliports within 5 miles of the site (Airnav.com 2017). At these distances, the project would not expose residents to excessive noise levels from private airport or heliport noise. Impacts related to noise from private airstrips would be less than significant and no mitigation measures would be required.

3. Environmental Analysis

3.13 POPULATION AND HOUSING

Would the project:

- a) **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)?**

Less Than Significant Impact. The project proposes development of up to 237 residential units in the City of Stanton. The average household size in the City of Stanton in 2017 is estimated at 3.57 persons (CDF 2017). Thus, the proposed units at full occupancy would house about 846 persons.¹⁴ The population of the City of Stanton is forecast to increase from 39,301 in 2015 to 41,626 in 2040, a net increase of 2,325 (CDR 2016). The estimated population increase due to project development is within the regional population forecast for the City of Stanton; therefore, such a population increase would not be a significant adverse impact. The project does not propose residential units in Garden Grove. The portion of the site in Garden Grove is currently developed with commercial buildings and there is no housing on that part of the site. Project development would not impact population or housing in Garden Grove.

The project proposes demolition of 155,296 square feet of commercial uses and development of 42,300 square feet of new commercial uses, for a net decrease of 112,996 square feet. Retail and service uses in Orange County are estimated to generate approximately one job per 617 square feet (Natelson 2001); thus, operational employment in commercial uses at project completion is expected to be about 183 less than in the existing commercial and civic buildings at full operation.

The existing buildings in Garden Grove total about 45,000 square feet. The project would retain 30,320 square feet of existing main buildings; demolish two outbuildings totaling about 14,700 square feet; and develop two new outbuildings totaling about 7,880 square feet, for a net decrease of approximately 6,820 square feet. Thus, the net decrease in employment in Garden Grove is estimated at 11 jobs.

The project site is served by utilities; project development would not extend utilities into presently unserved areas. No impact would occur and no mitigation is needed.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. There is no housing onsite, and no impact would occur.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. There are no residents onsite, and no impact would occur.

¹⁴ The analysis in this Initial Study assumes full occupancy of the up to 237 proposed units as a conservative analysis. In 2017 the vacancy rate in Stanton was 3.2 percent (CDF 2017); thus, at the current occupancy rate of 96.8 percent, the proposed units are estimated to house 818 persons.

3. Environmental Analysis

3.14 PUBLIC SERVICES

Would the project 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:

a) Fire protection?

Less Than Significant Impact. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services to the City of Stanton, and the Garden Grove Fire Department (GGFD) serves the City of Garden Grove. The nearest OCFA fire station to the site is Station 64 at 7351 Westminster Boulevard in the City of Westminster, about one mile to the south. The nearest GGFD fire station to the site is Station 5 at 12751 Western Avenue in Garden Grove, about 0.7 mile by road west of the site (OCFA 2017).

OCFA Station 64 is equipped with one paramedic engine, one fire truck, a battalion chief's vehicle, and a division chief's vehicle. Daily staffing consists of nine, including one battalion chief; a division chief is also stationed at Station 64 (Rivers 2017).

GGFD Station 5 is equipped with one paramedic engine with daily staffing of four (Garden Grove 2015). All fire departments in Orange County participate in an automatic aid agreement to ensure that the closest resources are dispatched to an emergency. Automatic aid includes engines, trucks, paramedics, and battalion chiefs (Hernandez 2013).

Project development would involve net increases of up to 237 residential units and up to 846 residents, and net decreases of approximately 112,996 square feet of commercial land uses and about 183 jobs. Thus, development would generate slight increases in demand for fire protection and emergency medical services in OCFA's and GGFD's service areas. Such slight increases would not require construction of new or expanded fire stations by OCFA or GGFD, and impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. The Orange County Sheriff's Department (OCSD) provides police protection to the City of Stanton, and the Garden Grove Police Department (GGPD) in the City of Garden Grove. OCSD provides 33 staff serving Stanton, while GGPD staff of 235 includes 156 sworn officers (Stanton 2017; Garden Grove 2017a). Project development would involve net increases of up to 237 residential units and up to 846 residents; and net decreases of approximately 112,996 square feet of commercial land uses and about 183 jobs. Thus, development would generate a slight increase in demand for police protection in OCSD's and GGPD's service areas.

Approximately half of OCSD operations are funded by sales taxes authorized under Proposition 172 in 1993, and the balance is derived from the county's general fund. The three largest funding sources for the general fund are intergovernmental revenues, taxes, and charges for services (Orange County 2016). The GGPD is

3. Environmental Analysis

funded mostly through the city's general fund, which is funded mostly by a variety of taxes, including property taxes, sales taxes, and hotel occupancy taxes (Garden Grove 2017b).

Project development would generate increased tax revenues in both Stanton and Garden Grove, part of which would be available for sheriff and police operations. The expected slight increase in demands for police services would not require construction of new or expanded police stations by OCSD or GGPD. Impacts would be less than significant.

c) Schools?

Less Than Significant Impact. The project site is in the Garden Grove Unified School District (GGUSD), which has 45 elementary schools, 10 intermediate schools, 7 high schools, a continuation school, 2 special education centers, and an adult education center. Total K-12 enrollment in 2016 was 44,579.

A school fee justification study for the GGUSD completed in 2016 found that it had an existing capacity shortfall of 4,990 seats and that forecast net residential development in the district over the 2012-2022 period, 1,988 units, would generate an additional 1,157 students (Koppel & Gruber 2016).

The project site is in the attendance areas of Wakeham Elementary School, Alamitos Intermediate School, and Pacifica High School, whose 2016 enrollments are listed in Table 21.

Table 21 Schools Serving the Project Site

School	Grades	Enrollment
Wakeham Elementary School 7772 Chapman Avenue, Garden Grove	K-6	339
Alamitos Intermediate School 12381 Dale Street, Garden Grove	7-8	805
Pacifica High School 6851 Lampson Avenue, Garden Grove	9-12	1,710

Source: CDE 2017

A phased modernization of Pacifica High School began in September 2016 and is underway; some classes are held in portable classrooms during the reconstruction. The modernization will not change the school's capacity. Alamitos Intermediate School was recently modernized with no capacity increase. Improvements to Wakeham Elementary School are also underway, with no effect on capacity (Rizzuti 2017).

GGUSD uses the student generation factors for attached single-family and/or multifamily residential units shown in Table 22.

3. Environmental Analysis

Table 22 Student Generation Factors, Garden Grove Unified School District

	Student Generation Factors ¹	Students Generated
Elementary School (K-6)	0.3042	72
Intermediate School (7-8)	0.0937	22
High School (9-12)	0.1840	44
Total	0.5819	138

¹ Source: Koppel & Gruber 2016.

Development Impact Fees for School Facilities: Assembly Bill 2926 and Senate Bill 50

To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill 2926 (AB 2926) in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

Senate Bill 50 (SB 50), which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed “full and complete school facilities mitigation.”

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district.

Level 1: Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new construction projects by a school district unless the district qualifies for a higher level of funding.

Level 2: Level 2 fees allow the school district to impose developer fees above the statutory level, up to 50 percent of new school construction costs. To implement Level 2 fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code.

GGUSD currently charges SB 50 fees of \$3.48 per square foot for residential developments and \$0.56 per square foot for commercial and industrial developments.

Project Impact

The proposed development of up to 237 housing units is estimated to generate up to 138 students. The proposed residential and commercial redevelopments would pay schools development impact fees under SB 50, which are considered full mitigation for impacts of the project on school facilities. SB 50 fees are charged per square foot of development. The 237 proposed residential units are estimated to total about 281,368

3. Environmental Analysis

square feet; and the project would also involve development of about 42,300 square feet of new commercial uses. Impacts would be less than significant after payment of SB 50 fees.

d) Parks?

Less Than Significant Impact.

The Stanton Public Works and Engineering Department, Parks Maintenance Division, maintains parks in the City, and the City Recreation Services Division provides recreation services in City parks. Stanton has two categories of parks, neighborhood parks and mini-parks. Service radii for the two categories are not specified in the City's General Plan; by comparison, the City of Anaheim considers the service radius of a neighborhood park to be 0.5 mile, and that of a mini-park to be a relatively small area (Anaheim 2004). The nearest Stanton park to the project site is Premier Park, a 0.9-acre mini-park, about 0.7 mile to the northeast at 8340 Briarwood Street. The City operates and maintains seven other parks, all of which are over one mile from the project site. Stanton Central Park, 11.5 acres at 10660 Western Avenue, about 1.9 miles north of the project site, was completed in June 2016. The parkland to population ratio in the City of Stanton was 0.94 acres per 1,000 residents in 2005, well below the state standard of 3.0 acres per 1,000 residents, set forth in the Quimby Act (California Government Code Section 66477). The Stanton General Plan includes a goal of providing facilities to meet community demand but does not set a parkland-to-population standard (Stanton 2008). Stanton Municipal Code Chapter 19.42, Dedication of Land for Park Facilities and Payment of In-Lieu Fees, requires that developments involving tentative maps, tentative parcel maps, or condominium projects consisting of 51 or more dwelling units dedicate land to the City of Stanton for park purposes and/or pay a fee in lieu of such dedication.

Project development would add up to about 846 residents to the City of Stanton at full occupancy, thus increasing demands for parks in and near the City. The demand for parkland is estimated at about 2.54 acres using the state standard of 3 acres of parkland per 1,000 residents. The proposed residential development would dedicate land and/or pay fees to the City of Stanton for park purposes; thus reducing project impacts to parkland.

The City of Garden Grove has a parkland standard of two acres of parkland per 1,000 residents and requires that subdivisions dedicate of parkland and/or pay of in-lieu fees to provide park and recreational facilities to serve future residents of the subdivision (Garden Grove Municipal Code Section 9.44.030). However, project development would not add residents to the City of Garden Grove and therefore would not require dedication of parkland or payment of in-lieu fees to the City of Garden Grove by residential development pursuant to the proposed project. Impacts would be less than significant.

e) Other public facilities?

Less Than Significant Impact. OC Public Libraries provides library services to the cities of Stanton and Garden Grove. The Stanton Library is at 7850 Katella Avenue in Stanton, about 1.6 miles north of the project site. The nearest library facility to the site in Garden Grove is the Chapman Branch Library at 9182 Chapman Avenue, about 1.4 miles to the northeast (OCPL 2017). The Stanton Library has 5,890 square feet of building area and a collection of 31,071 items and 18 computers. The Chapman Branch Library has 5,279

3. Environmental Analysis

square feet of building area and a collection of 24,404 items, 8 computers, and a laptop seating area. The Stanton Library needs interior refurbishment, patron service areas, and employee work space. The building exterior will be painted and new landscaping installed when the City redesigns its civic center. The Chapman Library was refurbished in 2015 (Brown 2017).

Project development would add up to about 846 residents to the City of Stanton at full occupancy, thus increasing demands for public facilities in the City. OC Public Libraries does not have fixed service ratios for building area, collection sizes, or numbers of computers per capita (Brown 2017); thus, project impacts on library resources cannot be quantified. OC Public Libraries operations are funded by property taxes. Project development would generate increased property tax revenues for Orange County, some of which would be available for OC Public Libraries operational funding. Therefore, impacts would be less than significant, and no mitigation is needed.

3.15 RECREATION

- a) **Would the project 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?**

Less Than Significant Impact. Project development would add 846 residents in the City of Stanton at full occupancy, thus increasing demands for parks by about 2.54 acres, using the state standard of three acres of parkland per 1,000 residents. The City of Stanton is built out; thus, it is expected that the City would require payment of in-lieu fees rather than dedication of land for development of a park. Fees would be used for construction of new, expanded, or modernized facilities on existing City parks. The City of Garden Grove has a parkland standard of two acres of parkland per 1,000 residents and requires that subdivisions dedicate of parkland and/or pay of in-lieu fees to provide park and recreational facilities to serve future residents of the subdivision (Garden Grove Municipal Code Section 9.44.030). However, project development would not add residents to the City of Garden Grove and therefore would not require dedication of parkland or payment of in-lieu fees to the City of Garden Grove by residential development pursuant to the proposed project. Impacts would be less than significant after payment of in-lieu fees.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Less Than Significant Impact. The project does not propose public park or recreation facilities. The City of Stanton is built out; thus, it is expected that the City would require payment of in-lieu fees rather than dedication of land for development of a park. Fees would be used for construction of new, expanded, or modernized facilities on existing City parks. Any such construction would be subject to separate CEQA analysis including implementation of feasible mitigation for potentially significant impacts. Impacts would be less than significant.

3. Environmental Analysis

3.16 TRANSPORTATION/TRAFFIC

Information for this section comes from the Traffic Impact Analysis completed by Kunzman Associates dated September 18, 2017; a complete copy of this report is included as Appendix J to this Initial Study.

Study Area Roadways

The project study area is mapped on Figure 11, *Traffic Study Area*.

Beach Boulevard. This north-south roadway currently is eight lanes divided in the study area. Beach Boulevard is currently classified as a Smart Street north of Garden Grove Boulevard in the City of Stanton General Plan Circulation Element, as a Principal Arterial from Garden Grove Boulevard to Trask Avenue in the City of Garden Grove Boulevard Circulation Element, and as an Arterial Roadway south of Trask Avenue in the City of Westminster General Plan Mobility Element. It currently carries approximately 66,000 to 73,000 vehicles per day in the study area.

Hoover Street. This north-south roadway currently is two lanes undivided to four lanes divided in the study area. Hoover Street is currently not classified north of Garden Grove Boulevard in the City of Garden Grove General Plan Circulation Element and is classified as a Bicycle Corridor south of Garden Grove Boulevard in the City of Westminster General Plan Mobility Element. It currently carries approximately 1,000 to 17,000 vehicles per day in the study area.

Village Center Drive. This north-south to east-west roadway currently is four lanes divided in the study area. Village Center Drive is currently not classified in the City of Stanton General Plan Circulation Element or the City of Garden Grove General Plan Circulation Element. It currently carries approximately 2,600 vehicles per day in the study area.

Chapman Avenue. This east-west roadway currently is four lanes divided to five lanes divided in the study area. Chapman Avenue is currently classified as a Primary Arterial in the City of Stanton General Plan Circulation Element. It currently carries approximately 21,000 to 23,000 vehicles per day in the study area.

Lampson Avenue. This east-west roadway currently is two lanes undivided to four lanes divided in the study area. Lampson Avenue is currently classified as a Secondary Arterial in the City of Stanton General Plan Circulation Element. It currently carries approximately 12,000 to 14,000 vehicles per day in the study area.

Stanford Avenue. This east-west roadway currently is two lanes undivided in the study area. Stanford Avenue is currently not classified in the City of Stanton General Plan Circulation Element. It currently carries approximately 1,300 vehicles per day in the study area.

Acacia Avenue. This east-west roadway currently is two lanes undivided in the study area. Acacia Avenue is currently not classified in the City of Stanton General Plan Circulation Element. It currently carries approximately 2,400 vehicles per day in the study area.

Garden Grove Boulevard. This east-west roadway currently is five lanes divided to six lanes divided in the study area. Garden Grove Boulevard is currently classified as a Major Arterial in the City of Stanton General

3. Environmental Analysis

Plan Circulation Element and as a Primary Arterial in the City of Garden Grove General Plan Circulation Element. It currently carries approximately 21,000 to 23,000 vehicles per day in the study area.

Trask Avenue. This east-west roadway currently is for lanes undivided to four lanes divided in the study area. Trask Avenue is currently classified as a Bicycle Corridor in the City of Westminster General Plan Mobility Element and as a Secondary Arterial east of Garden Grove Boulevard in the City of Garden Grove General Plan Circulation Element. It currently carries approximately 11,000 to 14,000 vehicles per day in the study area.

Intersections

Study area intersections are listed in Table 23.

Table 23 Study Area Intersections

Map No.	Intersection	Jurisdiction	Traffic Control
1	Hoover Street (NS) at: Garden Grove Boulevard (EW)	Garden Grove/Westminster	CSS
2	Existing Driveway #1 (NS) at: Village Center Drive (EW)	Stanton	TS
3	Existing Driveway #2 (NS) at: Village Center Drive (EW)	Stanton	TS
4	Existing Driveway #3 (NS) at: Village Center Drive (EW)	Stanton	CSS
	Village Center Drive (NS) at:	---	---
5	Briarglen Loop (EW)	Stanton	CSS
6	Existing Driveway #4 (EW)	Stanton	CSS
7	Parkglen Loop (EW)	Stanton	CSS
8	Existing Driveway #5 (EW)	Stanton/Garden Grove	CSS
9	Garden Grove Boulevard (EW)	Garden Grove/Westminster	TS
10	Existing Driveway #6 (NS) at: Garden Grove Boulevard (EW) - #10	Garden Grove	CSS
	Beach Boulevard (NS) at:	---	---
11	Chapman Avenue (EW)	Caltrans/Stanton	TS
12	Lampson Avenue (EW)	Caltrans/Stanton	TS
13	Existing Driveway #7 (EW)	Caltrans/Stanton	CSS
14	Existing Driveway #8 (EW)	Caltrans/Stanton	CSS
15	Village Center Drive/Stanford Avenue (EW)	Caltrans/Stanton	TS

3. Environmental Analysis

Table 23 Study Area Intersections

Map No.	Intersection	Jurisdiction	Traffic Control
16	Existing Driveway #9 (EW)	Caltrans/Stanton	CSS
17	Acacia Avenue (EW)	Caltrans/Stanton	TS
18	Existing Driveway #10 (EW)	Caltrans/Stanton/Garden Grove	CSS
19	Garden Grove Boulevard (EW)	Caltrans/Stanton/Garden Grove	TS
20	SR-22 Freeway WB Off-Ramp (EW)	Caltrans	TS
21	SR-22 Freeway EB Off-Ramp (EW)	Caltrans	TS
22	Trask Avenue (EW)	Caltrans/Garden Grove/Westminster	TS

Traffic Controls: TS = Traffic Signal; CSS = All Way Stop
Source: Kunzman 2017

Intersection Operation Analysis Methodology

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal that represents the portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (IDM). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Levels of service (LOS) are described in Table 24, and LOS for existing conditions are shown in Table 25. Existing LOS are based on manual morning and evening peak hour intersection turning movement counts in August 2017 (see Figures 5 and 6 in the Traffic Impact Analysis [TIA], included as Appendix J to this Initial Study).¹⁵

Table 24 Levels of Service

Level of Service	Description	Volume to Capacity Ratio
A	Progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700

¹⁵ Morning and evening peak hour turning movement volumes were also made for the Beach Boulevard and SR-22 interchange on-ramps; the volumes are provided in the TIA (Appendix J).

3. Environmental Analysis

C	Fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Noticeable congestion; longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Considered unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

Source: Kunzman 2017.

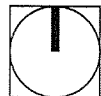
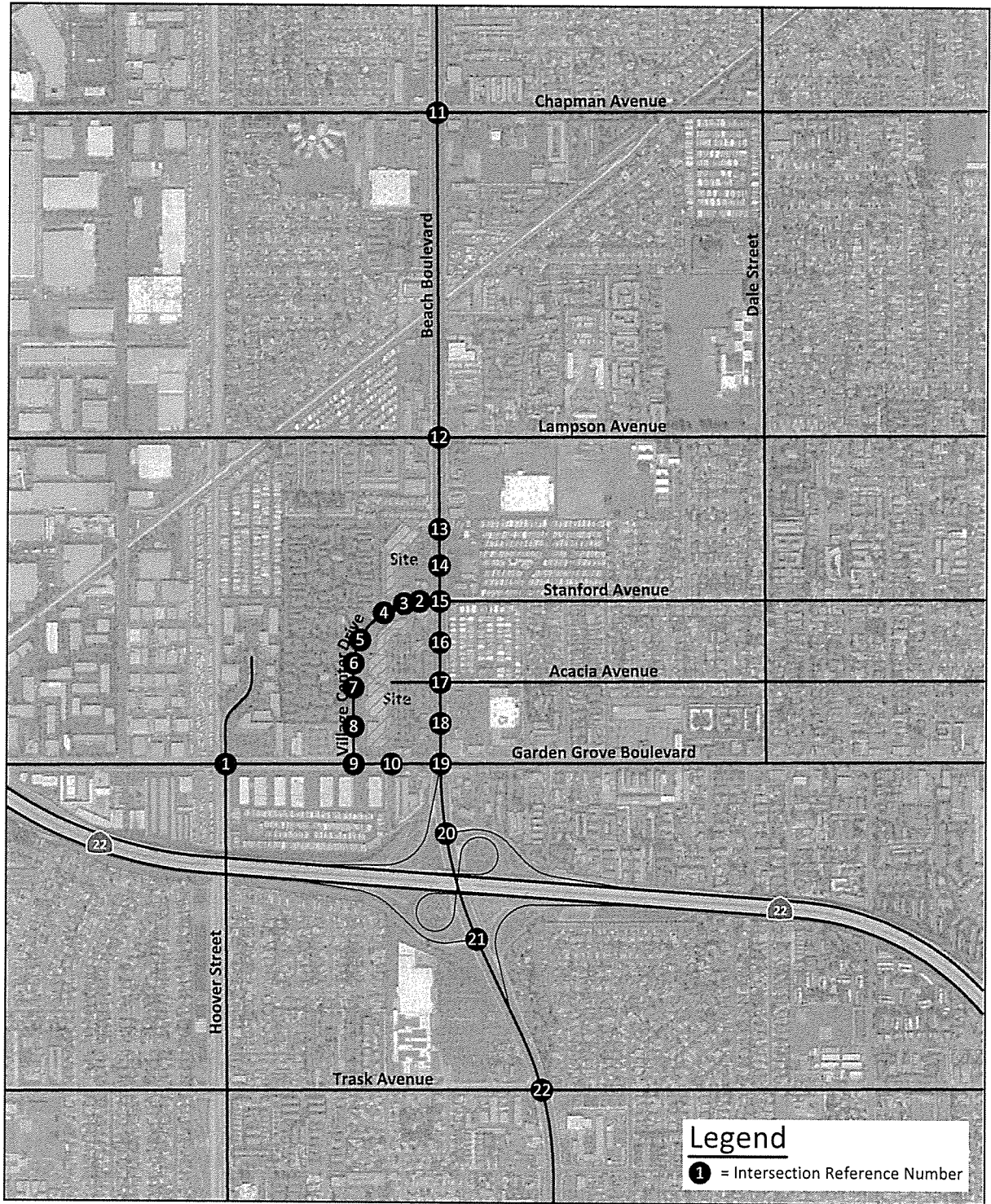
Although the following intersections are unsignalized, they have been analyzed utilizing both the IDM and ICU methodologies to show the difference between methodologies:

- Existing Driveway #6 (NS) at:
 - Garden Grove Boulevard (EW) - #10
- Beach Boulevard (NS) at:
 - Existing Driveway #7 (EW) - #13
 - Existing Driveway #8 (EW) - #14
 - Existing Driveway #9 (EW) - #16
 - Existing Driveway #10 (EW) - #18

It is recommended that ICU methodology should take precedence at unsignalized intersections along Beach Boulevard and Garden Grove Boulevard. Due to relatively high north-south traffic volumes on Beach Boulevard and east-west volumes on Garden Grove Boulevard, even small numbers of turning movements in unsignalized intersections of each of these roadways with driveways cause a significant delay for these turning movements. This delay cannot be remedied without installing a traffic signal, even though these intersections have relatively low minor street movements that would not warrant traffic signals. The IDM methodology does not account for acceptable gaps created on Beach Boulevard or Garden Grove Boulevard for traffic volumes to enter/exit onto the existing driveways due to traffic signals north/south of these intersections on Beach Boulevard and east/west of the intersection on Garden Grove Boulevard. These traffic signals produce periodic gaps in traffic volumes for upstream and downstream traffic volumes. The ICU methodology is preferred because it does not single out the lowest-volume movements in relation to total traffic volumes using that intersection to then assess the entire intersection performance.

There are two peak hours in a weekday. The morning peak period is between 7:00 AM and 9:00 AM, and the evening peak period is between 4:00 PM and 6:00 PM. The actual peak hour within the two-hour period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM.

Figure 11 - Traffic Study Area
3. Environmental Analysis



3. Environmental Analysis

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3. Environmental Analysis

Levels of Service

Intersection operation is described in terms of level of service based on the volume to capacity (V/C) ratio identified for an intersection. LOS is a six-point scale (A to F), where A represents free traffic flow with minimal delays and F indicates severe congestion with long delays.

Acceptable LOS

The minimum acceptable levels of service established by the City of Stanton are LOS E on Beach Boulevard, and LOS D on the remaining Study Area roadways.

The City of Stanton considers a traffic impact to be significant if project traffic would increase the V/C ratio at an intersection by three percent of the Level of Service E capacity.

The City of Garden Grove has established Level of Service D as the minimum acceptable Level of Service for its arterial roadway system. Roadway facilities operating at Level of Service E or F are considered deficient.

Based on the City of Garden Grove performance criteria, a traffic impact is considered significant if:

- The addition of project-generated trips is forecast to cause a signalized study intersection to change from acceptable Level of Service (D or better) to deficient Level of Service (E or F); or
- The addition of project-generated trips is forecast to increase the volume to capacity ratio of a signalized study intersection by one percent or more of capacity ($V/C \geq 0.010$) if the intersection is already operating at a deficient Level of Service (E or F); or
- The addition of project-generated trips is forecast to cause or worsen a deficient Level of Service (E or F) at an unsignalized intersection and a traffic warrant is satisfied.

Existing Intersection Levels of Service

The signalized study area intersections currently operate at acceptable LOS during the peak hours for existing traffic conditions. The unsignalized intersections currently operate at unacceptable LOS during the peak hours using Intersection Delay and acceptable LOS using ICU methodology (see Table 25).

3. Environmental Analysis

Table 25 Existing Intersection Levels of Service

Map ID No.	Intersection	Traffic Control	Peak Hour Delay-LOS				Peak Hour V/C-LOS			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS
1	Hoover Street (NS) at: Garden Grove Boulevard (EW)	CSS	---	---	---	---	0.403	A	0.599	A
2	Existing Driveway #1 (NS) at: Village Center Drive (EW)	TS	8.4	A	8.6	A	---	---	---	---
3	Existing Driveway #2 (NS) at: Village Center Drive (EW)	TS	---	---	---	---	0.106	A	0.128	A
4	Existing Driveway #3 (NS) at: Village Center Drive (EW)	CSS	8.6	A	8.7	A	---	---	---	---
	Village Center Drive (NS) at:	---								
5	Briarglen Loop (EW)	CSS	9.2	A	9.7	A	---	---	---	---
6	Existing Driveway #4 (EW)	CSS	8.4	A	8.5	A	---	---	---	---
7	Parkglen Loop (EW)	CSS	10.3	B	10.7	B	---	---	---	---
8	Existing Driveway #5 (EW)	CSS	10.5	B	10.6	B	---	---	---	---
9	Garden Grove Boulevard (EW)	TS					0.259	A	0.337	A
10	Existing Driveway #6 (NS) at: Garden Grove Boulevard (EW) - #10	CSS	16.2	C	30.3	D	0.191	A	0.290	A
	Beach Boulevard (NS) at:	---								
11	Chapman Avenue (EW)	TS	---	---	---	---	0.660	B	0.737	C
12	Lampson Avenue (EW)	TS	---	---	---	---	0.655	B	0.699	B
13	Existing Driveway #7 (EW)	CSS	37.4	E	31.0	D	0.456	A	0.462	A
14	Existing Driveway #8 (EW)	CSS	36.3	E	43.2	E	0.451	A	0.462	A
15	Village Center Drive/Stanford Avenue (EW)	TS	---	---	---	---	0.508	A	0.538	A
16	Existing Driveway #9 (EW)	CSS	33.0	D	28.6	D	0.435	A	0.453	A
17	Acacia Avenue (EW)	TS	---	---	---	---	0.467	A	0.519	A
18	Existing Driveway #10 (EW)	CSS	42.9	E	48.8	E	0.422	A	0.448	A
19	Garden Grove Boulevard (EW)	TS	---	---	---	---	0.721	C	0.850	D
20	SR-22 Freeway WB Off-Ramp (EW)	TS	---	---	---	---	0.698	B	0.751	C
21	SR-22 Freeway EB Off-Ramp (EW)	TS	---	---	---	---	0.509	A	0.575	A
22	Trask Avenue (EW)	TS	---	---	---	---	0.664	B	0.784	C

Source: Kunzman 2017

Traffic Controls: TS = Traffic Signal; CSS = All Way Stop

Public Transit

The Orange County Transportation Authority (OCTA) provides public transit bus service in the study area.

- **Route 29** extends north-south from La Habra to Huntington Beach, operating on Beach Boulevard in the study area. Route 29 operates seven days per week; peak hour frequencies average 15 minutes.
- **Route 54** extends east-west from Garden Grove to the City of Orange, operating on Chapman Avenue in the study area. Route 54 operates seven days per week with peak hour frequencies of 15 minutes.

3. Environmental Analysis

- **Route 56** extends east-west from Garden Grove to the City of Orange, operating on Garden Grove Boulevard in the study area. Route 56 operates seven days per week with peak hour frequencies of 40 minutes.

Sidewalks

There are sidewalks in and near the project site on both sides of Beach Boulevard and Garden Grove Boulevard, on the west side of Village Center Drive, and on the south side of Village Center Drive from Beach Boulevard to the driveway into Village Center North.

Bicycle Facilities

A Class II (striped and signed) bicycle lane is present on the west side of Hoover Street extending south from Garden Grove Boulevard.

Would the project:

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact With Mitigation Incorporated.

Project Traffic Generation and Distribution

Trip generation for the proposed commercial and residential uses was forecast using trip generation rates from the Trip Generation Manual (9th edition) by the Institute of Transportation Engineers (2012) and is shown in Table 26. Note that trip generation in the PM peak hour was reduced by 34 percent to account for pass-by trips; that is, trips already on the roadway system that turn into the proposed shopping center and then resume their trips toward their original destinations. Those trips are not considered separate trips generated by the shopping center. The proposed project is forecast to generate 8,376 trips per day. Trip generation by the existing uses onsite was determined to be 3,336 trips per day in the traffic counts. The forecast net increase in trip generation, therefore, would be 5,040 trips per day.

3. Environmental Analysis

Table 26 Project Trip Generation

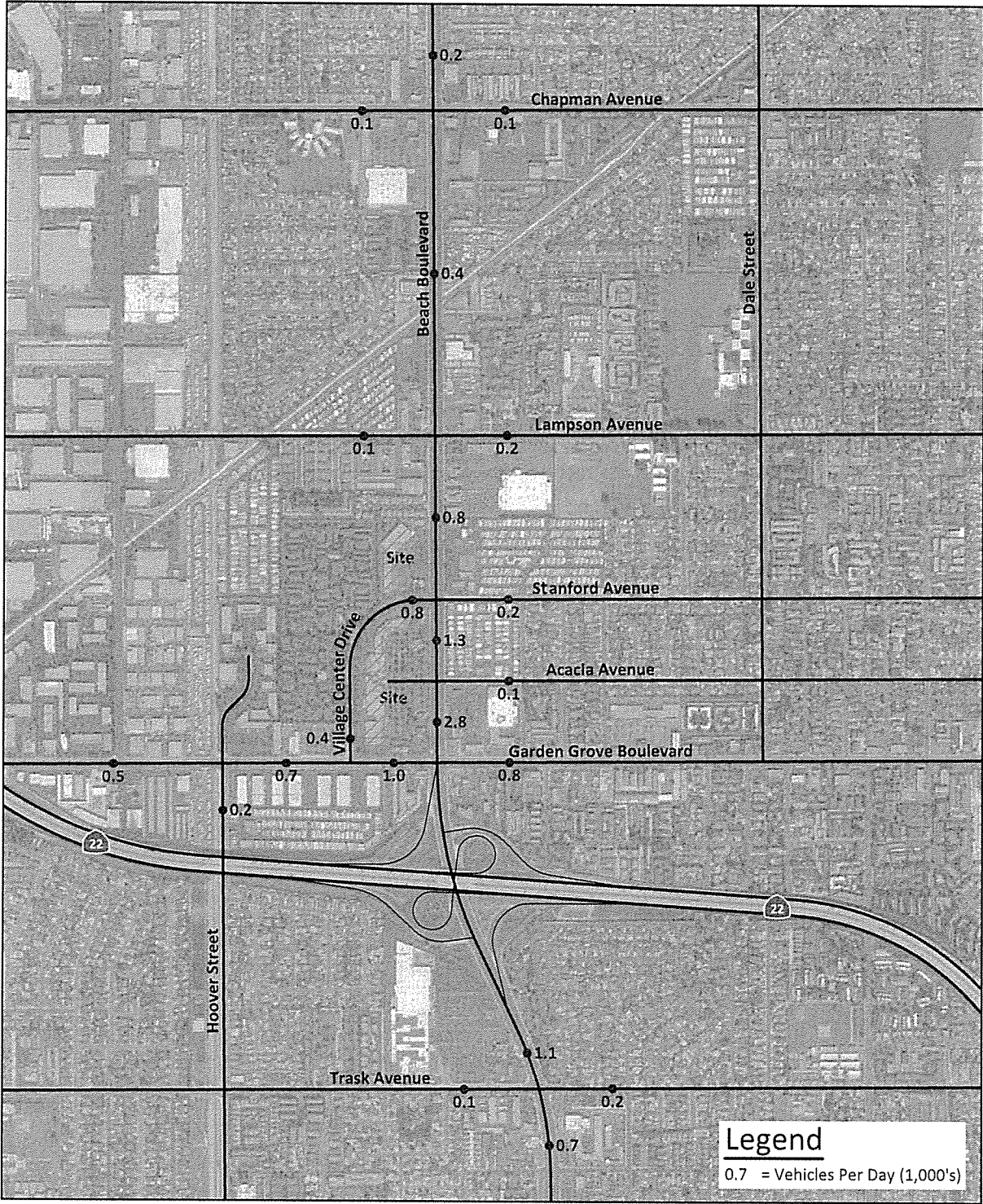
Land Use	Quantity	Units	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Trip Generation Rates									
Multifamily Residential		DU	0.1	0.41	0.51	0.40	0.22	0.62	6.65
Commercial Retail		1,000 SF	0.95	0.58	1.53	2.83	3.07	5.90	66.76
Trip Generation, Proposed Project									
Village Center	---	---	---	---	---	---	---	---	---
Residential	123	DU	12	50	62	49	27	76	818
Commercial	105	1,000 SF	100	61	161	297	322	619	7,010
Pass-by Reduction (34%)			---	---	---	-101	-109	-210	-210
Subtotal	---	---	112	111	223	245	240	485	7,618
Village Center North									
Residential	114	DU	11	47	58	46	25	71	758
		Total	123	158	281	291	265	556	8,376
Existing Trip Generation (from traffic counts)									
Village Center			30	64	94	45	127	172	1,929
Village Center North			86	23	109	32	103	135	1,407
		Total	116	87	203	77	230	307	3,336
Difference									
Net Difference			7	71	78	214	35	249	5,040
Percent Difference			6.0%	81.6%	38.4%	277.9%	15.2%	81.1%	151.1%

Source: Kunzman 2017.

Existing trip generation was distributed over the study area roadway system to match the intersection turning movement counts collected for each project driveway; the distribution is shown on Figures 12 to 48 of the TIA (Appendix J).

Estimated trip distribution for the proposed land uses is shown on Figures 49 to 56 in the Traffic Impact Analysis (Appendix J). Average daily traffic volumes of project-generated trips assigned to study area roadways are shown on Figure 12, *Project Average Daily Traffic Volumes*.

Figure 12 - Project Average Daily Traffic Volumes
1. Introduction



0 1,200
Scale (Feet)



Source: Kunzman, 2017

3. Environmental Analysis

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3. Environmental Analysis

Existing Plus Project Traffic Conditions

Existing plus project intersection operation was analyzed by adding the net increase in project-generated trips to existing traffic volumes on study area roadways. All study area intersections would operate at acceptable LOS in Existing Plus Project conditions, as shown in Table 27.

Table 27 Existing Plus Project Intersection Levels of Service

Map ID No.	Intersection	Traffic Control	Peak Hour Delay-LOS				Peak Hour V/C-LOS			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS
1	Hoover Street (NS) at: Garden Grove Boulevard (EW)	CSS	---	---	---	---	0.407	A	0.607	B
2	Existing Driveway #1 (NS) at: Village Center Drive (EW)	vacated								
3	Existing Driveway #2 (NS) at: Village Center Drive (EW)	TS	10.3	B	11.1	B	---	---	---	---
4	Existing Driveway #3 (NS) at: Village Center Drive (EW)	vacated								
	Village Center Drive (NS) at:	---								
5	Briarglen Loop (EW)	CSS	9.3	A	9.7	A				
6	Existing Driveway #4 (EW)	vacated								
7	Parkglen Loop (EW)	CSS	10.1	B	10.3	B				
8	Existing Driveway #5 (EW)	CSS	10.7	B	10.9	B				
9	Garden Grove Boulevard (EW)	TS					0.265	A	0.340	A
10	Existing Driveway #6 (NS) at: Garden Grove Boulevard (EW) - #10	CSS	16.8	C	34.9	D	0.191	A	0.315	A
	Beach Boulevard (NS) at:	---								
11	Chapman Avenue (EW)	TS					0.652	B	0.745	C
12	Lampson Avenue (EW)	TS					0.647	B	0.707	C
13	Existing Driveway #7 (EW)	vacated								
14	Existing Driveway #8 (EW)	vacated								
15	Village Center Drive/Stanford Avenue (EW)	TS					0.517	A	0.547	A
16	Existing Driveway #9 (EW)	vacated								
17	Acacia Avenue (EW)	TS					0.506	A	0.629	B
18	Existing Driveway #10 (EW)	CSS	36.7	E	51.5	F	0.442	A	0.524	A
19	Garden Grove Boulevard (EW)	TS					0.733	C	0.887	C
20	SR-22 Freeway WB Off-Ramp (EW)	TS					0.700	B	0.751	C
21	SR-22 Freeway EB Off-Ramp (EW)	TS					0.540	A	0.582	A
22	Trask Avenue (EW)	TS					0.666	B	0.786	C

Source: Kunzman 2017

Traffic Controls: TS = Traffic Signal; CSS = All Way Stop

Minimum acceptable LOS are LOS E on Beach Boulevard within Stanton and LOS D on balance of Study Area roadways.

3. Environmental Analysis

Estimating Opening Year 2019 Without-Project Traffic Conditions

Opening Year 2019 Without-Project Traffic Conditions were estimated using a combination of two methods: 1) a one-percent annual growth rate for two years was used to account for areawide growth in traffic volumes; and 2) lists of other projects were obtained from the cities of Stanton, Garden Grove, and Westminster and mapped on Figure 13, *Other Projects Locations Map*. Estimated trip generation by those projects is shown in Table 28. The trip generation estimate for other projects in the TIA includes reductions for pass-by trips. In Table 28, only subtotals for each project are shown—after pass-by trips are deducted.

Table 28 Trip Generation by Other Projects

Traffic Analysis Zone	Land Use	Quantity	Units	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
1	Commercial Retail Restaurant Service Station w/Convenience Market and Car Wash <i>Subtotal</i>	6,000 3,300 12	SF SF pumps							
				51	45	96	55	51	106	1,460
2	Assisted Living Commercial Retail <i>Subtotal</i>	120 25,373	Beds SF							
				26	15	41	42	47	89	1,370
3	Single-Family Detached Residential	11	Units	2	6	8	7	4	11	105
4	Commercial Retail	11,520	SF	7	4	11	21	2	43	492
5	Condominiums	25	Units	2	9	11	9	4	13	145
6	Coffee Shop, drive-thru	4,175	SF	24	23	47	10	10	20	376
7	Apartments	9	DU	1	4	5	4	2	6	60
8	Service Station w/ Convenience Market	12	pumps	23	23	46	36	36	72	859
9	Apartments (7 projects) Condominiums (2 projects) <i>Subtotal</i>	84 20	Units units							
				8	41	49	41	23	64	676
10	Coffee Shop, drive-thru Condominiums Apartments Commercial retail <i>Subtotal</i>	1,885 4 4 23,262	SF Units Units SF							
				25	21	46	34	36	70	1,184
Total	Not applicable	NA	NA	169	191	360	252	228	480	6,713

Source: Kunzman 2017.

Opening Year 2019 Without-Project Traffic Conditions

The signalized study area intersections are projected to operate at acceptable LOS during the peak hours for Opening Year (2019) Without Project traffic conditions. The unsignalized intersections are projected to operate at unacceptable LOS during the peak hours using the IDM and acceptable LOS using ICU methodology (see Table 29).

3. Environmental Analysis

Table 29 Opening Year (2019) Without Project Intersection Levels of Service

Map ID No.	Intersection	Traffic Control	Peak Hour Delay-LOS				Peak Hour V/C-LOS			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS
1	Hoover Street (NS) at: Garden Grove Boulevard (EW)	CSS	---	---	---	---	0.415	A	0.617	B
2	Existing Driveway #1 (NS) at: Village Center Drive (EW)	TS	8.4	A	8.6	A	---	---	---	---
3	Existing Driveway #2 (NS) at: Village Center Drive (EW)	TS	---	---	---	---	0.107	A	0.130	a
4	Existing Driveway #3 (NS) at: Village Center Drive (EW)	CSS	8.6	A	8.7	A	---	---	---	---
	Village Center Drive (NS) at:	---	---	---	---	---	---	---	---	---
5	Briarglen Loop (EW)	CSS	9.2	A	9.7	A	---	---	---	---
6	Existing Driveway #4 (EW)	CSS	8.4	A	8.5	A	---	---	---	---
7	Parkglen Loop (EW)	CSS	10.3	B	10.8	B	---	---	---	---
8	Existing Driveway #5 (EW)	CSS	10.5	B	10.7	B	---	---	---	---
9	Garden Grove Boulevard (EW)	TS					0.265	A	0.345	A
10	Existing Driveway #6 (NS) at: Garden Grove Boulevard (EW) - #10	CSS	16.6	C	31.	D	0.195	A	0.296	A
	Beach Boulevard (NS) at:	---	---	---	---	---	---	---	---	---
11	Chapman Avenue (EW)	TS	---	---	---	---	0.682	B	0.768	C
12	Lampson Avenue (EW)	TS	---	---	---	---	0.673	B	0.727	C
13	Existing Driveway #7 (EW)	CSS	39.8	E	33.3	D	0.471	A	0.480	A
14	Existing Driveway #8 (EW)	CSS	38.5	E	48.5	E	0.465	A	0.506	A
15	Village Center Drive/Stanford Avenue (EW)	TS	---	---	---	---	0.521	A	0.556	A
16	Existing Driveway #9 (EW)	CSS	34.9	D	30.6	D	0.447	A	0.469	A
17	Acacia Avenue (EW)	TS	---	---	---	---	0.480	A	0.538	A
18	Existing Driveway #10 (EW)	CSS	46.9	E	57.4	F	0.460	A	0.522	A
19	Garden Grove Boulevard (EW)	TS	---	---	---	---	0.741	C	0.876	D
20	SR-22 Freeway WB Off-Ramp (EW)	TS	---	---	---	---	0.715	C	0.774	C
21	SR-22 Freeway EB Off-Ramp (EW)	TS	---	---	---	---	0.552	A	0.593	A
22	Trask Avenue (EW)	TS	---	---	---	---	0.682	B	0.803	D

Source: Kunzman 2017

Traffic Controls: TS = Traffic Signal; CSS = All Way Stop

Minimum acceptable LOS are LOS E on Beach Boulevard within Stanton and LOS D on balance of Study Area roadways.

3. Environmental Analysis

Opening Year 2019 With-Project Traffic Conditions

Opening year with-project traffic volumes were estimated by adding project traffic volumes to opening year without-project traffic volumes. The signalized study area intersections are projected to operate at acceptable LOS during the peak hours for Opening Year (2019) With Project traffic conditions, except for the intersection of Beach Boulevard and Garden Grove Boulevard, which is projected to operate at an unacceptable LOS during the evening peak hour according to City of Garden Grove standards. The unsignalized intersections are projected to operate at unacceptable LOS during the peak hours using the IDM and at acceptable LOS using the IICU methodology (see Table 30).

Table 30 Opening Year (2019) With-Project Intersection Levels of Service

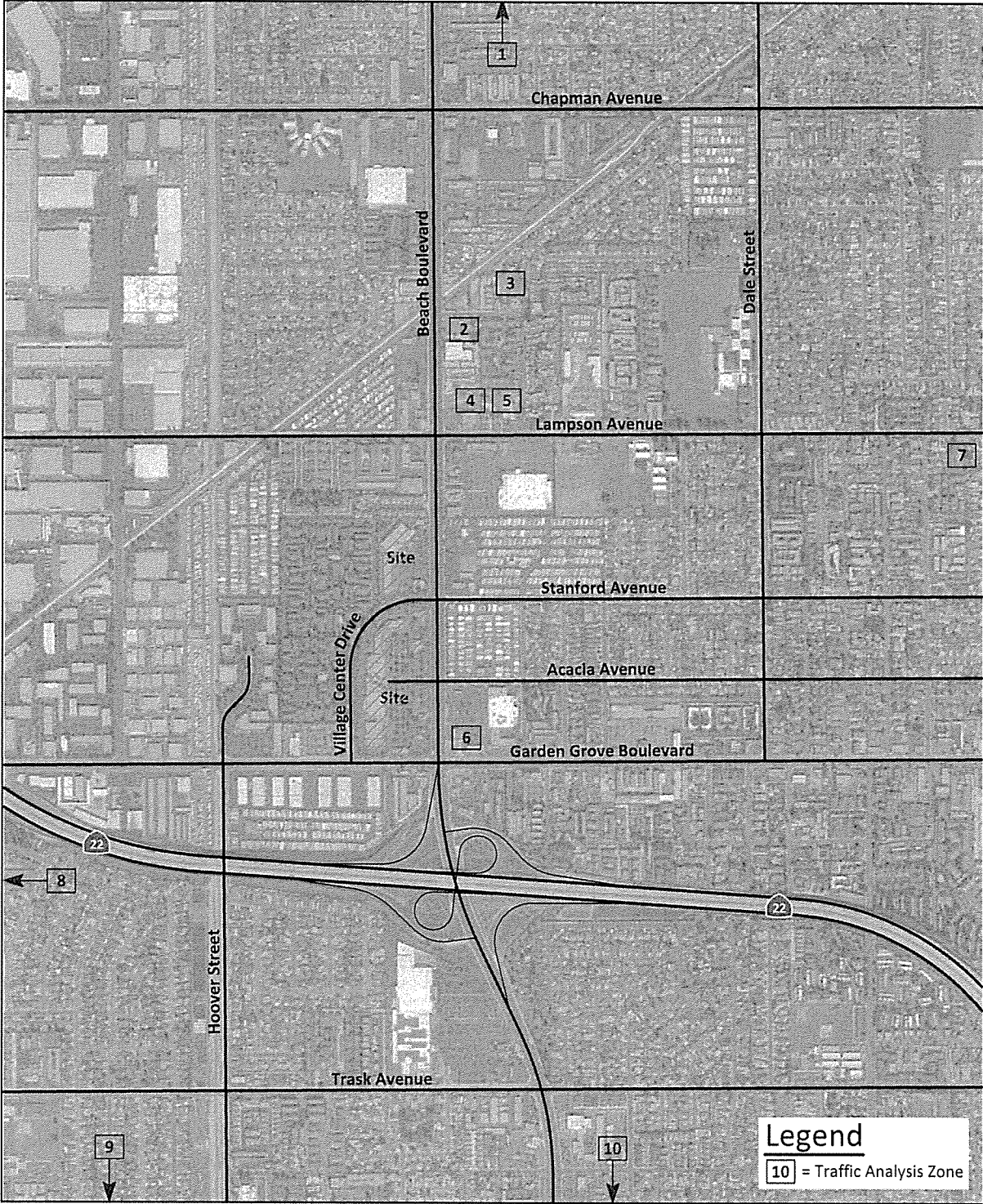
Map ID No.	Intersection	Traffic Control	Peak Hour Delay-LOS				Peak Hour V/C-LOS			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS
1	Hoover Street (NS) at: Garden Grove Boulevard (EW)	CSS	---	---	---	---	0.419	A	0.625	B
2	Existing Driveway #2 (NS) at: Village Center Drive (EW)	TS	10.3	B	11.2	B	---	---	---	---
	Village Center Drive (NS) at:	---	---	---	---	---	---	---	---	---
5	Briarglen Loop (EW)	CSS	9.3	A	9.7	A	---	---	---	---
7	Parkglen Loop (EW)	CSS	10.2	B	10.3	B	---	---	---	---
8	Existing Driveway #5 (EW)	CSS	10.7	B	11.0	B	---	---	---	---
9	Garden Grove Boulevard (EW)	TS					0.271	A	0.347	A
10	Existing Driveway #6 (NS) at: Garden Grove Boulevard (EW)	CSS	17.2	C	36.5	E	0.195	A	0.321	A
	Beach Boulevard (NS) at:	---	---	---	---	---	---	---	---	---
11	Chapman Avenue (EW)	TS	---	---	---	---	0.674	B	0.776	C
12	Lampson Avenue (EW)	TS	---	---	---	---	0.665	B	0.735	C
15	Village Center Drive/Stanford Avenue (EW)	TS	---	---	---	---	0.530	A	0.565	A
17	Acacia Avenue (EW)	TS	---	---	---	---	0.518	A	0.649	B
18	Existing Driveway #10 (EW)	CSS	---	---	---	---	0.453	A	0.542	A
19	Garden Grove Boulevard (EW)	TS	39.4	E	60.7	F	0.753	C	0.913	E
	With Improvements		---	---	---	---	0.663	B	0.859	D
20	SR-22 Freeway WB Off-Ramp (EW)	TS	---	---	---	---	0.717	C	0.773	C
21	SR-22 Freeway EB Off-Ramp (EW)	TS	---	---	---	---	0.553	A	0.601	B
22	Trask Avenue (EW)	TS	---	---	---	---	0.682	B	0.805	D

Traffic Controls: TS = Traffic Signal; CSS = All Way Stop

Minimum acceptable LOS are LOS E on Beach Boulevard within Stanton and LOS D on balance of Study Area roadways.

Source: Kunzman 2017

Figure 13 - Other Projects Locations Map
3. Environmental Analysis



0 1,200
Scale (Feet)



Source: Kunzman, 2017

3. Environmental Analysis

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3. Environmental Analysis

The recommended mitigation measure to bring the intersection of Beach Boulevard and Garden Grove Boulevard from an unacceptable LOS to an acceptable LOS according to City of Garden Grove standards consists of the construction of an eastbound right turn overlap—that is, a signal head with five indicators on it, including green and yellow right-turn arrows. The right-turn arrow for turns from eastbound Garden Grove Boulevard to southbound Beach Boulevard would be activated at the same time left turns would be permitted from northbound Beach Boulevard to westbound Garden Grove Boulevard.

Queue Lengths

The California Department of Transportation, in a comment letter on the MND dated November 14, 2017, requested analysis of required queue lengths at five intersections, those of Beach Boulevard at:

- Chapman Avenue
- Lampson Avenue
- Existing Driveway #7
- SR-22 Westbound Offramp
- SR-22 Eastbound Offramp

Kunzman Associates performed the requested analysis for 2019 plus project conditions, which is included as Appendix K to this Initial Study. The analysis determined that adequate queue storage length for left turns is present at all five intersections with the following exceptions:

- The westbound left turn lane at Beach Boulevard and Chapman Avenue: approximately 325 feet of storage length is required; the existing turn lane is 295 feet long; thus, an additional 30 feet of storage length is needed. There is a two-way median turn lane in Chapman Avenue extending about 695 feet east from Beach Boulevard. It is recommended that the existing painted transition from a left turn lane to a two-way median turn lane be removed.
- The eastbound left turn lane at Beach Boulevard and Lampson Avenue: Approximately 200 feet of storage length is required; the existing turn lane is 140 feet long; thus, an additional 60 feet of storage length is needed. Lampson Avenue is wide enough so that the left turn lane can be striped an additional 60 feet to the west; such striping is recommended.

Summary of Traffic Impacts

Impacts would be less than significant in Existing Plus Project conditions. A significant impact was identified in Opening Year 2019 With Project conditions at the intersection of Beach Boulevard and Garden Grove Boulevard. Installation of an eastbound right turn overlap, described above, would reduce that impact to less than significant.

Mitigation Measures

- TRA-1 Prior to issuance of certificate of occupancy for the first commercial building, the applicant for the commercial phase of the project shall request and the City of Stanton shall modify

3. Environmental Analysis

the traffic signal at the intersection of Beach Boulevard and Garden Grove Boulevard to enable a right turn overlap for right turns from eastbound Garden Grove Boulevard onto southbound Beach Boulevard. The applicant shall be responsible for the full cost of such installation.

TRA-2 Before issuance of the first certificate of occupancy for future developments in the Village Center project, the project applicants shall coordinate with the City of Stanton to stripe the following left-turn lanes and shall be responsible for the cost of such striping:

- Westbound left turn lane on Chapman Avenue at Beach Boulevard: re-stripe 30 feet of the existing two-way median turn lane extending east from the east end of the left turn lane to a left turn lane.
- Eastbound left turn lane on Lampson Avenue at Beach Boulevard: extend the existing left turn lane 60 feet westward.

Bicycle Facilities

No impacts would occur. There are no existing bicycle facilities on roadways next to the project site; the nearest such facility within the Study Area is on Hoover Street.

Pedestrian Facilities

During project operation, no adverse impact would occur. During construction, construction equipment and delivery trucks would cross sidewalks when entering and exiting the project site, thus potentially creating traffic and pedestrian hazards at site entrances. The project construction contractors would use standard construction industry safety measures to minimize traffic and pedestrian hazards. Pedestrians would be routed around construction entrances where practicable—for instance, to the west side of Village Center Drive. Impacts would be less than significant.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Less Than Significant Impact. The Congestion Management Program (CMP) in effect for Orange County was issued by OCTA in November 2015. All freeways and tollways in Orange County and selected arterial roadways are elements of the CMP Highway System. The two nearest CMP highways to the project site are SR-22 and Beach Boulevard. The CMP requires transportation impact analyses to analyze project impacts to CMP roadways for all development projects adjacent to a CMP roadway that would generate 2,400 or more daily trips and all development projects providing direct access to a CMP roadway that would generate 1,600 or more daily trips (OCTA 2015). The project is estimated to generate 2,800 vehicles per day using the segment of Beach Boulevard between Garden Grove Boulevard and Acacia Avenue; thus, analysis of impacts to CMP intersections on Beach Boulevard is required. The two nearest CMP intersections to the site are the two intersections of SR-22 off-ramps with Beach Boulevard. Those two intersections were analyzed in the

3. Environmental Analysis

TIA and no significant traffic impacts were identified at either intersection. Impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is outside of the Planning Area for the JFTBLA. Project development would not require relocation of air traffic patterns to and from JFTBLA. JFTBLA is a military airfield not open to commercial or general aviation, and the proposed development of up to 237 housing units would not affect air traffic volumes into or out of the JFTBLA. No impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project circulation plan does not propose features that would increase hazards, such as a sharp curve or dangerous intersection. Project development would not add incompatible uses to area roadways. Impacts would be less than significant.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed site access plan provides sufficient emergency access to the project site.

- Village Center North (Residential): one main driveway from Village Center Drive and one emergency-only driveway from Beach Boulevard.
- Village Center (Residential): two driveways, both from Village Center Drive.
- Village Center (Commercial): five driveways: two from Beach Boulevard, one from Garden Grove Boulevard, and two from Village Center Drive.

The site plan for the residential development includes drive aisles between paired rows of buildings. The plan for the commercial redevelopment includes access from the west, east, and south sides of the main buildings and from three sides of each of the satellite buildings along Beach Boulevard. Impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. Impacts to the safety and performance of bicycle and pedestrian facilities and public transit services would be less than significant, as substantiated in Section 3.16.a, above.

3.17 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically

3. Environmental Analysis

defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)**

No Impact. Notification of the City's decision to undertake a project, and notification of a consultation opportunity, were sent by certified mail on July 5, 2017, to representatives of four Native American tribes that had requested such notifications from the City of Stanton:

- Anthony Morales, Chief, San Gabriel Band of Mission Indians
- Joseph Ontiveros, Soboba Band of Luiseno Indians
- Joyce Stanfield Perry, Juaneño Band of Mission Indians/Acjachemen Nation
- Andrew Salas, Gabrieleño/Kizh Tribe

Tribes have 30 days to respond to the notifications; no responses were received in that period. No tribal cultural resources onsite, or that would be affected by project development, are known to the City of Stanton. No impact would occur.

- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant Impact with Mitigation Incorporated. No tribal cultural resources have been identified onsite, or that would be affected by project development. Archaeological resources that might be of cultural value to a California Native American tribe could be buried in site soils and might be damaged by project ground-disturbing activities. This impact would be potentially significant. Implementation of Mitigation Measure CUL-1 would reduce this impact to less than significant.

3.18 UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

Less Than Significant Impact.

Waste discharge requirements for discharges to municipal storm drainage systems in the part of Orange County within the Santa Ana Watershed are set forth in the following documents:

- Municipal Stormwater ("MS4") Permit, Order No. R8-2009-0030 issued by Santa Ana Regional Water Quality Control Board in 2009

3. Environmental Analysis

- Orange County Model Water Quality Management Plan (Model WQMP) issued by OC Public Works in 2011
- Technical Guidance Document (TGD) for Preparation of WQMPs issued by OC Public Works in 2013
- Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012.

Construction

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan estimating sediment risk from construction activities to receiving waters, and specifying BMPs that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described above in Table 9 in Section 3.9.a of this Initial Study. Project construction would include implementation of BMPs such as those described in Table 9. Impacts would be less than significant after implementation of the project SWPPP, and no mitigation is needed.

Operation

BMPs that would be used to protect water quality during project operation are described in Section 3.9.a of this Initial Study. Impacts would be less than significant.

- b) **Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact.

Water Treatment Facilities

Water treatment facilities filter and/or disinfect water before it is delivered to customers.

Stanton

Golden State Water Company, West Orange District, provides water to the part of the site in the City of Stanton. Groundwater comprised about 99 percent of GSWC's water supplies in 2015, and is forecast to decline to about 87 percent of supplies by 2040. By 2040 the balance of GSWC's water supplies is forecast to be comprised of about 9.7 percent imported water and 2.8 percent recycled water. Groundwater from three of GSWC's 17 wells is treated for manganese using pyrolusite, a mineral consisting of manganese dioxide (Kennedy/Jenks 2016).

Imported water is treated at the Jensen, Weymouth, or Diemer Filtration Plants owned and operated by the Metropolitan Water District of Southern California (MWD). The three filtration plants have total capacity of about 1.79 billion gallons per day (gpd) (MWD 2017).

3. Environmental Analysis

Recycled water is treated at Orange County Sanitation District (OCSD) Plant 1 in Fountain Valley and/or Plant 2 in Huntington Beach. Plant 1 has capacity of 182 million gallons per day (mgd) and average flows of 117 mgd, for residual capacity of about 65 mgd. Plant 2 has capacity of 150 mgd and average flows of 67 mgd, for residual capacity of approximately 83 mgd (OCSD 2016).

There is sufficient water treatment capacity in the region for project water demand, and project development would not require construction of new or expanded water treatment facilities.

Garden Grove

City of Garden Grove Water Services Division serves the part of the site in Garden Grove. Groundwater is forecast to comprise about 70 to 72 percent of Garden Grove's water supplies over the 2015-2040 period, with the balance of supplies consisting of imported water from northern California and the Colorado River (Arcadis 2016).

A small fraction of the groundwater used in Orange County is pumped from a deep aquifer in the Main Orange County Groundwater Basin. Groundwater from that deep aquifer is amber colored and bears a sulfuric odor due to natural underground organic material. Such water requires treatment for odor and color before use as drinking water (Arcadis 2016).

Imported water used in Garden Grove is treated at MWD's Diemer Filtration Plant north of Yorba Linda, which has capacity of 520 mgd (MWD 2017).

Project Water Demands

Water demands in GSWC's service area are estimated as 141 gallons per capita per day (gpcd); the target demand factor accounts for all potable water uses—indoor and outdoor and residential and nonresidential uses (Kennedy/Jenks 2016). The project at full occupancy is estimated to house up to about 846 residents; thus, water demands by project operation are estimated as about 119,286 gallons per day (gpd).¹⁶

The existing commercial and civic uses onsite are mostly vacant; the largest single operating use onsite by far is the Department of Motor Vehicles office at 12645 Beach Boulevard in Village Center North. Therefore, deducting existing water use is not required, and the net increase in water demand is considered equivalent to the total increase.

The project would include about 38,200 square feet of redeveloped and re-used commercial space in Garden Grove. General commercial uses are estimated to generate water demand of about 0.06 gallons per day (gpd) per square foot (IRWD 2003). Thus, the proposed commercial uses in Garden Grove are estimated to generate approximately 2,292 gpd of water demand. This estimate for project water demands onsite in Garden Grove is included in the estimated water demands for the whole project above.

¹⁶ The water demand estimate here assumes that all water demands will be supplied by potable water. Golden State Water Company forecasts that nonpotable (recycled) water only comprised about 1.7 percent of its supplies in 2015, and will comprise only about 2.8 percent of its supplies by 2040 (Kennedy/Jenks 2016). Forecast City of Garden Grove water supplies over the 2015-2040 period do not include recycled water (Arcadis 2016). Therefore, the assumption is fairly close to actual conditions.

3. Environmental Analysis

There is adequate water treatment capacity in the region for project water demands, and project development would not require construction of new or expanded water treatment facilities. Impacts would be less than significant and no mitigation is needed.

Wastewater Treatment Facilities

Wastewater from both Stanton and Garden Grove is treated at the two OCSD facilities in Fountain Valley and Huntington Beach.

Project Wastewater Generation

Wastewater generation is estimated as 100 percent of indoor water use. Indoor water use is estimated at about 61 percent of total water use for condominiums and 62 percent for commercial (strip mall) uses by the California Air Pollution Control Officers Association (CAPCOA 2016). Thus, indoor water use is estimated here as 62 percent of total potable water use, that is, about 87.4 gpcd. Therefore, total wastewater generation by project operation is estimated at about 73,940 gpd. Estimating wastewater generation in the part of the project site in Garden Grove is unnecessary, as wastewater from both cities is treated at the same two OCSD facilities.

Existing uses onsite are mostly vacant; therefore, deducting existing wastewater generation is unnecessary, and the net increase in wastewater generation is considered equivalent to total generation.

There is sufficient wastewater treatment capacity in the region for estimated project wastewater generation, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant and no mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Development of the residential phase of the project would include installation of two networks of storm drains onsite—one in the residential portion of Village Center and the other in Village Center North—that would both discharge to an existing storm drain in Village Center Drive. The commercial phase of the project would use existing storm drains and would not require construction of new storm drains. Impacts of construction of the proposed storm drains in the residential phase of the project would be part of the impacts of the whole project analyzed throughout Chapter 3 of this Initial Study, and no additional impacts would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact.

3. Environmental Analysis

Water Supplies

Stanton

GSWC's forecast water supplies in normal water years over the 2015-2040 period are shown in Table 31. GSWC forecasts that it will have sufficient supplies to meet demands in its service area. Water demand projections are based on SCAG demographic projections (Kennedy/Jenks 2016).

Table 31 Water Supplies and Demands, Golden State Water Company West Orange District, acre-feet per year

Supplies	2015	2020	2025	2030	2035	2040
Groundwater	13,324	14,798	14,967	15,138	15,309	15,481
Imported Water	117	1,644	1,663	1,682	1,701	1,720
Recycled Water	0	280	353	427	500	500
Total Supplies	13,441	16,722	16,983	17,246	17,510	17,701
Total Demands	13,440	16,722	16,983	17,246	17,510	17,701
Difference	1	0	0	0	0	0

Source: Kennedy/Jenks 2016.

Garden Grove

Garden Grove Water Services Division forecasts that it will have adequate water to meet demands in its service area over the 2020-2040 period, as shown in Table 32. Forecast water demands are based on demographic projections by the Center for Demographic Research at California State University, Fullerton, and water use factors from the Orange County Reliability Study issued by the Municipal Water District of Orange County in 2015 (Arcadis 2016).

Table 32 Water Supplies and Demands, Garden Grove Water Services Division, acre-feet per year

Supplies	2015	2020	2025	2030	2035	2040
Groundwater	17,408	16,855	18,093	18,217	18,212	18,239
Imported Water	6,640	7,223	7,754	7,807	7,805	7,817
Total Supplies	24,049	24,078	25,847	26,024	26,017	26,055
Total Demands	24,049	24,078	25,847	26,024	26,017	26,055
Difference	0	0	0	0	0	0

Source: Kennedy/Jenks 2016.

3. Environmental Analysis

Project Water Demands

Project operation is estimated to generate water demands of about 119,286 gpd, as described above in Section 3.18.b. The net increase in water demands due to the proposed redevelopment is considered equivalent to total demands, as the existing land uses onsite are very largely vacant.

Water demand forecasts by both GSWC and the City of Garden Grove are based on projected development under general plan land use designations. The proposed project would conform with the existing General Plan designation for the project site; therefore, the demand forecasts by both GSWC and Garden Grove include the proposed development. GSWC and Garden Grove both project that they will have sufficient water supplies for estimated water demands by the proposed development, and impacts would be less than significant. No mitigation measures are needed.

- e) **Result in a determination by the waste water 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?**

Less Than Significant Impact. Project impacts on wastewater treatment capacity would be less than significant, as substantiated above in Section 3.18.b.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?**

Less Than Significant Impact. In 2016 about 97 percent of the solid waste landfilled from the City of Stanton was disposed of at the Frank Bowerman Sanitary Landfill near Irvine and operated by OC Waste & Recycling (CalRecycle 2017a). The Frank Bowerman landfill has remaining capacity of 205 million cubic yards or about 153,800,000 tons; maximum permitted disposal of 11,500 tons per day; average disposal in 2014—the latest full year for which data are available—of about 6,585 tons per day; residual daily disposal capacity of approximately 4,915 tons; and an estimated closing date of 2053 (CalRecycle 2017b; CalRecycle 2017c).¹⁷

Project solid waste generation is estimated at approximately 1,888 pounds per day, as shown in Table 33. Solid waste generation by proposed commercial uses is based on total uses at buildout rather than the net increase in uses, because the existing uses are mostly vacant.

Table 33 Estimated Project Solid Waste Generation

Land Use	Quantity and Units	Solid Waste Generation, pounds per day	
		Per unit ¹	Total
Residential	237 units	5.31	1,258
Commercial	105,000 square feet	0.006	630
Total	Not applicable	Not applicable	1,888

Existing land uses are mostly vacant; thus, solid waste generation from existing uses is not deducted from generation by proposed uses.

¹ Source: CalRecycle 2017d.

¹⁷ Average daily disposal is based on 300 operating days per year; the landfill is open six days per week except certain holidays.

3. Environmental Analysis

There is sufficient landfill capacity in the region for project solid waste generation, and impacts would be less than significant. No mitigation is needed.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Assembly Bill 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county; or show a plan to transform or divert its waste.

AB 341 (Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. The project would include outdoor enclosed areas for storage of recyclable materials as well as trash, in accordance with AB 341.

AB 1826 (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses and multifamily residences of five or more units generating such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. Multifamily residences are not required to have a food waste diversion program. The proposed residential developments would compost organic matter in accordance with AB 1826.

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2016 CALGreen (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. At least the specified fraction of construction and demolition waste would be recycled and/or salvaged in compliance with CALGreen. No impact would occur.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact With Mitigation Incorporated. Project development would not substantially reduce the population, range, or habitat of a fish and wildlife species; threaten to eliminate a plant or animal community; or eliminate important examples of the major periods of California history or prehistory. Project ground-disturbing activities could damage archaeological resources that may be buried in site soils, a potentially significant impact; implementation of Mitigation Measure CUL-1 would reduce this impact to less than significant.

3. Environmental Analysis

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less Than Significant Impact With Mitigation Incorporated. One potentially significant cumulative impact is identified in this Initial Study: a traffic impact to the intersection of Beach Boulevard and Garden Grove Boulevard in Opening Year 2019 With Project traffic conditions. Implementation of Mitigation Measure TRA-1 would reduce this impact to less than significant.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact With Mitigation Incorporated. Project development would have potentially significant impacts on the following resources that would affect human beings direct or indirectly: air quality, cultural resources, noise, and transportation and traffic. Mitigation measures are required for each of these impacts, and each impact would be less than significant after mitigation.

3. Environmental Analysis

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Appendix A Air Quality and Greenhouse Gas Analysis

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Appendix B Preliminary Geotechnical Investigation

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Appendix C Phase I Environmental Site Assessment

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Appendix D Phase II Environmental Site Assessment

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Appendix E Preliminary Water Quality Management Plan [Commercial Site]

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Appendix F Preliminary Drainage Study
[Commercial Site]

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Appendix G Preliminary Water Quality Management Plan [Residential Site]

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Appendix H Preliminary Hydrology Study [Residential Site]

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Appendix I Noise and Vibration Analysis

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Appendix J Traffic Impact Analysis

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Appendix K Responses to Caltrans Comments

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