



A G E N D A

GARDEN GROVE PLANNING COMMISSION

REGULAR MEETING

August 20, 2020

COMMUNITY MEETING CENTER
11300 STANFORD AVENUE

In an effort to protect public health and prevent the spread of the Coronavirus (COVID-19), the Planning Commission members will be teleconferencing and the meeting recorded. Members of the public who wish to comment on matters before the Commission, in lieu of doing so in person, may submit comments by emailing planning@ggcity.org no later than 3:00 p.m. the day of the meeting. The comments will be provided to the Commission as part of the meeting record and will be uploaded to the City's website.

Members of the public are asked to consider very carefully before attending this meeting in person and are required to wear face masks and maintain a six foot distance from others. Please do not attend this meeting if you have traveled and/or have had direct contact with someone who has travelled to places experiencing high rates of infection or tested positive for COVID-19, or if you are experiencing symptoms such as coughing, sneezing, fever, difficulty breathing or other flu-like symptoms.

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

ROLL CALL: CHAIR LEHMAN, VICE CHAIR PEREZ
COMMISSIONERS LE, LINDSAY, RAMIREZ, SOEFFNER

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: July 16, 2020
- C. PUBLIC HEARING(S) (Authorization for the Chair to execute Resolution shall be included in the motion.)

C.1. CONDITIONAL USE PERMIT NO. CUP-339-11 (REV. 2020)

APPLICANT: THE MAP SPORTS FACILITY

LOCATION: SOUTHEAST CORNER OF WESTERN AVENUE AND LAMPSON AVENUE AT 12552 WESTERN AVENUE

REQUEST: To modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, to expand the hours of operation allowing daytime weekday business hours and activities and to expand the existing parking lot to provide additional parking spaces. In conjunction with the request, the Planning Commission will consider a determination that the project is categorically exempt from the California Environmental Quality act (CEQA) pursuant to Section 15301 – Existing Facilities.

STAFF RECOMMENDATION: Approval of Conditional Use Permit No. CUP-339-11 (REV. 2020), subject to the recommended Conditions of Approval.

C.2. LOT LINE ADJUSTMENT NO. LLA-025-2020

APPLICANT: JUAN RANGEL & ALICE RANGEL

LOCATION: INTERSECTION OF LORALEEN STREET AND CATHERINE AVENUE, WEST OF GILBERT STREET AT 9271 CATHERINE AVENUE

REQUEST: Lot Line Adjustment approval to eliminate two small parcels, Parcel "A" & Parcel "B", for the purpose of reconfiguring the property line boundary between two developed, single-family residential properties located at 9271 Catherine Avenue (Parcel 1) and 12261 Loreleen Street (Parcel 2). No additional parcels will be created and no additional development is proposed. The site is in the R-1-9 (Single-Family Residential) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15305 – Minor Alterations in Land Use Limitations.

STAFF RECOMMENDATION: Approval of Lot Line Adjustment No. LLA-025-2020, subject to the Conditions of Approval.

C.3. AMENDMENT NO. A-029-2020

APPLICANT: DAVID N. ALAGBAND

LOCATION: SOUTH SIDE OF KATELLA AVENUE, WEST OF
MAGNOLIA STREET AT 8932 KATELLA AVENUE

REQUEST: Zone Change approval to rezone a property located at 8932 Katella Avenue (Assessor's Parcel Number 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial). The site is in the O-P (Office Professional) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 – Existing Facilities.

STAFF RECOMMENDATION: Approval of Amendment No. A-029-2020.

C.4. SITE PLAN NO. SP-087-2020
TENTATIVE PARCEL MAP NO. PM-2023-2020

APPLICANT: WILLIAM T. TRUXAW

LOCATION: SOUTHWEST CORNER OF HARBOR BOULEVARD AND
TRASK AVENUE AT 13551 HARBOR BOULEVARD

REQUEST: Site Plan approval to construct a new 43,934 square foot self-storage facility with an office and a manager's dwelling, along with associated site improvements, on a property located at 13531 and 13551 Harbor Boulevard. Also, a request for Tentative Parcel Map approval to consolidate four (4) existing parcels into one (1) single lot to accommodate the construction of the new self-storage facility. The site is in the C-3 (Heavy Commercial) zone. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332 – In-Fill Development Project.

STAFF RECOMMENDATION: Approval of Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020, subject to the Conditions of Approval.

D. ITEM FOR CONSIDERATION

D.1. A request to modify the front building façade (west elevation) of the existing restaurant, AUM Beer Club, located at 12900 Main Street.

E. MATTERS FROM COMMISSIONERS

E.1. Discuss Design Guidelines for Main Street storefronts.

F. MATTERS FROM STAFF

G. ADJOURNMENT

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

Meeting Minutes
Thursday, July 16, 2020

CALL TO ORDER: 7:00 p.m.

ROLL CALL:

Chair Lehman
Vice Chair Perez
Commissioner Le
Commissioner Lindsay
Commissioner Nguyen
Commissioner Ramirez
Commissioner Soeffner

Absent: None.

PLEDGE OF ALLEGIANCE: Led by Vice Chair Perez.

ORAL COMMUNICATIONS – PUBLIC – None.

July 2, 2020 MINUTES:

Action: Received and filed.

Motion: Perez Second: Le

Ayes: (7) Le, Lehman, Lindsay, Perez, Nguyen, Ramirez,
Soeffner

Noes: (0) None

PUBLIC HEARING – AMENDMENT NO. A-027-2020, CITY OF GARDEN GROVE, CITYWIDE.

Applicant: CITY OF GARDEN GROVE

Date: July 16, 2020

Request: Zone text amendment to repeal portions of Title 9 (Zoning) of the Garden Grove Municipal Code pertaining to accessory dwelling units, and adding Chapter 9.54 to Title 9 of the Municipal Code to establish regulations for Accessory Dwelling Units and Junior Accessory Dwelling Units consistent with State Law. This project is exempt from review under the California Environmental Quality Act pursuant to Public

Resources Code Section 21080.17 and CEQA Guidelines Sections 15282(h) and 15061(b)(3).

Action: Resolution No. 5995-20 was approved.

Motion: Lindsay Second: Nguyen

Ayes: (7) Le, Lehman, Lindsay, Nguyen, Perez, Ramirez,
Soeffner

Noes: (0) None

PUBLIC HEARING – AMENDMENT NO. A-028-2020, CITY OF GARDEN GROVE, CITYWIDE

Applicant: CITY OF GARDEN GROVE

Date: July 16, 2020

Request: Zoning text amendments to Title 9 of the Garden Grove Municipal Code (Land Use Code) pertaining to density bonuses and other incentives for affordable housing in the residential and mixed-use zones to conform to the latest amendments to the State's Density Bonus Law. This project is exempt from review under the California Environmental Quality Act pursuant to Public Resources Code Section 21080.17 and CEQA Guidelines Sections 15282(h) and 15061(b)(3).

Action: Resolution No. 5996-20 was approved.

Motion: Le Second: Perez

Ayes: (7) Le, Lehman, Lindsay, Nguyen, Perez, Ramirez,
Soeffner

Noes: (0) None

MATTERS FROM COMMISSIONERS: None.

MATTERS FROM STAFF: Staff stated the August 6th meeting would be cancelled and gave a brief description of the agenda items for the August 20th meeting.

In regard to a proposed modification to the front building façade (west elevation) of the existing restaurant, AUM Beer Club, located at 12900 Main Street, Commissioner Lindsay asked if a discussion on 'design guidelines' for Main Street could be added to the next meeting agenda under Matters from Commissioners. Commissioners unanimously supported the request.

Commissioner Lindsay mentioned the outdoor dining 'parklets' on Main Street, for which permit fees had been waived, and that grant funding may soon be available to assist with creating additional parklets. Staff added that during the Covid crisis, a Citywide program was in place to temporarily allow both restaurants and retail

merchants to expand outside for dining service and retail sales.

ADJOURNMENT: At 7:40 p.m. to the next Meeting of the Garden Grove Planning Commission on Thursday, August 20, 2020, at 7:00 p.m. in the Council Chamber of the Community Meeting Center, 11300 Stanford Avenue, Garden Grove.

Judith Moore, Recording Secretary

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.1.	SITE LOCATION: Southeast corner of the intersection of Western Avenue and Lampson Avenue, at 12552 Western Avenue
HEARING DATE: August 20, 2020	GENERAL PLAN: Industrial/Residential Mixed Use 1
CASE NO.: Conditional Use Permit No. CUP-339-11 (REV. 2020)	ZONE: M-P (Industrial Park)
APPLICANT: The Map Sports Facility	CEQA DETERMINATION: Exempt
PROPERTY OWNER: SDL Warner LLC (Attn: Tracey Barton)	APN: 251-032-01

REQUEST:

A request to modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, located at 12552 Western Avenue (Assessor's Parcel No. 215-032-01), to expand the hours of operation allowing daytime weekday business hours and activities and to expand the existing parking lot to provide additional parking spaces.

DISCUSSION:

On June 18, 2020, the Planning Commission considered Conditional Use Permit No. CUP-339-11 (REV. 2020). In response to issues raised in public comments received by the City of Garden Grove prior to the June 18, 2020 Planning Commission meeting, the applicant prepared a Parking Management Plan ("PMP") to establish and implement mitigation measures to minimize potential on- and off-site impacts to surrounding properties. The PMP will be implemented during any high/peak demand periods, as necessary, and to ensure the operation does not cause a nuisance, hindrance, and/or problem with either on-site and/or off-site parking and/or circulation. Most notably, the PMP establishes a plan to implement the following measures:

- Implement an on-site two-lane vehicular queuing area, with parking attendant(s) directing drivers, for capacity of up to twenty (20) vehicles, to eliminate on-street vehicular queuing/stacking on Western Avenue;
- Relocate the portable parking fee collection kiosk, from its current location near the front of the southwesterly driveway approach, pushed further into the center of the property, to allow adequate vehicular queuing space to eliminate on-street vehicular queuing/stacking on Western Avenue;
- Create a designated drop-off zone with queuing capacity of approximately six (6) vehicles;

- Place parking attendant(s) and adequate signage, as necessary, at nearby sites to prevent patrons of the MAP Sports Facility, from unauthorized parking on off-site private lots; and
- Control vehicular access entering and exiting the site to ensure effective on-site vehicular circulation (i.e., preventing vehicular ingress from Lampson Avenue or from the northerly driveway approach off Western Avenue).

It was noted to the Planning Commission, that the Community and Economic Development Department, including the Traffic Engineering Division, have reviewed the Parking Management Plan submitted by the applicant and are supportive of the mitigation plan. Conditions of Approval have been incorporated into the Conditional Use Permit requiring implementation of the PMP. Out of abundance of caution, it should be noted, Condition No. 12 will continue to require that additional/new mitigation, as necessary, will be required, as part of a new or modified Parking Management Plan, subject to review and approval by the City, should any new issues arise in the future. All existing conditions of approval, as approved under CUP-339-11 (REV. 2014), along with any modified or new conditions of approval, as approved under CUP-339-11 (REV. 2020), will apply.

After careful consideration, the Planning Commission continued the item to the August 20, 2020 Planning Commission meeting, with the public hearing left open, to allow the applicant time to conduct a neighborhood meeting to garner feedback from nearby property owners and tenants. One letter of concern was submitted by Royden Fujimori of CC&R, and two (2) letters of concern were submitted by Spencer Hurtt of Container Supply Company ("CSC"). Two (2) letters in response to the public comments received were submitted by the applicant.

On August 5, 2020, the applicant held a neighborhood meeting at the MAP Sports Facility ("MAP"). Public notices were duly mailed prior to the neighborhood meeting to all property owners and tenants within a 300 radius of the subject property. The neighborhood meeting was held by the applicant to present the project details, to garner feedback from the attendees, and to answer any questions about the proposed project. One (1) person from the public (a representative of the Container Supply Company) was in attendance for the meeting. Questions and concerns raised by the attendee included, but were not limited to: potential liability exposure from MAP patrons crossing the Western Avenue street to, from, and/or near the Container Supply Company site; and vehicular stacking issues on Western Avenue after the project is approved.

Copies of all prior public and applicant comments received, along with prior staff reports/documents are attached for reference.

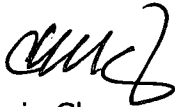
RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Conduct a public hearing and adopt the attached Resolution approving Conditional Use Permit No. CUP-339-11 (REV. 2020), subject to the recommended Revised Conditions of Approval.



Lee Marino
Planning Services Manager



Chris Chung
Urban Planner

- Attachment 1: Parking Management Plan Exhibit
- Attachment 2: Planning Commission Staff Report dated April 16, 2020 and Parking Demand Study
- Attachment 3: Planning Commission Continuance Staff Report dated April 16, 2020, Applicant Request for Continuance, and Public Comments Letters Received
- Attachment 4: Applicant Response Letter dated May 22, 2020
- Attachment 5: CSC Public Comment Letter dated June 16, 2020
- Attachment 6: Applicant Response Letter dated June 17, 2020
- Attachment 7: Applicant Letter to the Planning Commission dated June 23, 2020
- Attachment 8: Planning Commission Resolution No. 5982-20
- Attachment 9: Exhibit "A" Revised Conditions of Approval
- Attachment 10: Public Comment Letter dated August 7, 2020

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.2.	SITE LOCATION: Southeast corner of the intersection of Western Avenue and Lampson Avenue, at 12552 Western Avenue
HEARING DATE: April 16, 2020	GENERAL PLAN: Industrial/Residential Mixed Use 1
CASE NO.: Conditional Use Permit No. CUP-339-11 (REV. 2020)	ZONE: M-P (Industrial Park)
APPLICANT: The Map Sports Facility	CEQA DETERMINATION: Exempt
PROPERTY OWNER: SDL Warner LLC (Attn: Tracey Barton)	APN: 251-032-01

REQUEST:

A request to modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, located at 12552 Western Avenue (Assessor's Parcel No. 215-032-01), to expand the hours of operation allowing daytime weekday business hours and activities and to expand the existing parking lot to provide additional parking spaces.

BACKGROUND:

The subject site is an existing approximately six (6) acre site located on the southeast corner of the intersection of Western Avenue and Lampson Avenue. The subject site abuts industrial type uses in all directions. The zoning of the subject site is M-P (Industrial Park) and the Land Use Designation is Industrial/Residential Mixed Use 1. The property is currently divided into two areas, which are divided by a chain link fence. The approximately four (4) acre MAP Sports Facility ("MAP") site at the northwest corner of the property is improved with an existing 80,000 square foot warehouse building (12552 Western Avenue) that is utilized by MAP and currently in operation as an indoor sports facility. The remaining portion of the site, which wraps around the easterly and southerly part of the property, is improved with a parking lot area and a 20,001 square foot one-story industrial warehouse building, fronting Western Avenue, which is currently in operation as an apparel distribution warehouse by a separate operator.

In 2011, the City of Garden Grove approved Amendment No. A-162-11 and Conditional Use Permit No. CUP-339-11 to allow a Code Amendment to Title 9 of the City of Garden Grove Municipal Code to allow "indoor sports facility" uses in the M-P

(Industrial Park) zone subject to a Conditional Use Permit, and approved a Conditional Use Permit for the MAP Sports Facility (MAP) at 12552 Western Avenue (for operation within the 80,000 square foot warehouse building). According to business license records, the MAP Sports Facility has been in operation since 2012.

In 2014, the City of Garden Grove approved Conditional Use Permit No. CUP-339-11 (REV. 2014) to allow modifications to the approved plans and the Conditions of Approval under Conditional Use Permit No. CUP-339-11, to update the business operational conditions relating to, but not limited to, parking space requirements, building code compliance, and maximum building occupancy. The City concurrently approved Amendment No. A-009-2014, amending Title 9 of the Garden Grove Municipal Code, Section 9.16.020.030, to permit "Parking Facilities (For Fee)" in the M-P (Industrial Park) zone, subject to a Conditional Use Permit. Amendment No. A-009-2014 was processed by the City of Garden Grove in coordination with the proposed modifications to the Conditions of Approval for MAP (under Conditional Use Permit No. CUP-339-11 (REV. 2014)), which implicitly authorized MAP to charge its patrons for parking. Notably, the approval of CUP-339-11 (REV. 2014) accomplished the following items including, but not limited to: (i) completion of various building improvements to increase the maximum occupancy (the maximum number of persons allowed in the building) per the California Building Standards Code from 294 occupants to a new maximum of 516 occupants; (ii) in order to accommodate the increase in maximum occupancy for the building, re-striping of the existing parking lot to increase the number of parking spaces available on-site from 170 parking spaces to 191 parking spaces (increase of 21 parking spaces); (iii) to further support the accommodation of the increased maximum occupancy for the building, establishing and implementing a carpool incentive program, the "Green MAP Plan", which allows up to forty-five (45) vehicles carpooling with four (4) or more occupants per vehicle to park on-site for free; and (iv) interior tenant improvements to add a snack and merchandise shop within the indoor sports facility.

DISCUSSION:

The MAP Sports Facility ("MAP") is an indoor sports facility where the primary sports played are basketball and volleyball. Condition No. 8 of the Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), currently restrict hours of operation for the facility to be from 5:00 p.m. to 10:00 p.m., Monday through Friday, and 8:00 a.m. to 10:00 p.m., Saturday and Sunday. The applicant is requesting to modify the Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), to expand the hours of operation allowing daytime weekday business hours and activities. The proposed hours of operation will be from 8:00 a.m. to 11:00 p.m., seven (7) days a week, and Condition No. 8 would be modified to reflect this change. It should be noted, Staff did not express concerns with the 1-hour extension to the current closing time from 10:00 p.m. to 11:00 p.m. for weekdays and weekend days. Extending the closing time from 10:00 p.m. to 11:00 p.m. did not impact the projected parking demand or pose potential on- or off-site parking impacts. Most businesses in the nearby industrially zoned areas are closed by 5:00 p.m., during the weekdays, and closed on the

weekend. Currently, weekday nighttime activities, during the permitted hours of operation between 5:00 p.m. to 10:00 p.m., typically include organized instruction, practices, and league play relating to volleyball and basketball sports. Proposed weekday daytime activities will include youth summer camps, senior pickleball league, and typical school-aged team scrimmages, organized instruction, and practices. The applicant submitted a parking demand study produced and conducted by K2 Traffic Engineering, Inc. ("K2"), a professional firm with California licensed traffic engineers who provide traffic engineering and civil engineering design and consulting services. The K2 parking demand study was prepared in order to address projected parking demand and any potential impacts from the new weekday daytime hours of operation and activities. The following discussion will highlight and address the two (2) new weekday daytime activities of youth summer camps and senior pickleball league.

Youth Summer Camps

MAP intends to host youth summer camps of basketball and volleyball sports with up to a maximum of 300 participants between 6 and 18 years of age. The specific activities in summer camps include organized instruction, drills, practices, and scrimmages. Typical summer camp schedules will occur Monday through Friday, beginning at 9:00 a.m. and ending at 4:00 p.m. The next typical scheduled activities will begin at 4:30 p.m. (30-40 minutes after any youth summer camps end prior), which will include organized instruction, drills, practices, scrimmages, and league play.

It should be noted, the typical activities of a youth summer camp, during weekday daytime hours, will be similar to the current weekday nighttime activities that occur today (i.e., organized instruction, drills, practices, and scrimmages). The difference being that current weekday nighttime activities are comprised of various smaller groups, while a youth summer camp is comprised of a larger, single group of participants (not to exceed 300 participants).

On February 28, 2019, the MAP held a "trial session" youth summer camp which took place between 9:00 a.m. and 4:00 p.m. The intent of this trial session was to allow K2 to record observations and measure the anticipated parking demand for a typical summer camp. The "trial session" youth summer camp included 195 participants. Parents dropped off their campers at 9:00 a.m. and later picked them up at 3:30 p.m. Approximately 15% of the participants carpooled to the facility. The number of parked vehicles were noted at thirty (30) minute intervals between 8:00 a.m. to 5:00 p.m. During this trial session, a maximum of 55 parking spaces were in use. Based on these observations, K2 projected that a youth summer camp with 300 participants would require the availability of 80 parking spaces. The subject site currently provides 191 parking spaces. Therefore, during a youth summer camp at full capacity of 300 participants, it is projected that there would be a surplus of at least 111 parking spaces available on-site (additional parking spaces would be available should a given youth summer camp include less than 300 participants).

Pickleball League

Pickleball is a paddelball sport which combines elements of tennis, badminton, and table tennis (ping-pong). A pickleball game may include up to two to four players maximum – in a single or doubles style of play (1 versus 1 or 2 versus 2). The dimensions of a pickleball court are slightly smaller than the dimensions of a volleyball court. The MAP Sports Facility has spacing for eight (8) basketball/volleyball courts. It is anticipated that there will be a maximum of eight (8) pickleball courts at any one time. The MAP plans to introduce adult pickleball league play to take place during off-peak weekday daytime hours between the hours of 9:00 a.m. to 4:00 p.m. Because the participants of pickleball league play will primarily be comprised of adults, it is anticipated that each participant will drive their own vehicle to the MAP. With eight (8) pickleball courts, and with an assumption that all courts will include doubles play (4 players per game), this would amount to approximately 32 players at any one time. Thus, the expected maximum parking demand for pickleball league play is 32 parking spaces.

In the event that a youth summer camp (of 300 participants) ran concurrently with pickleball league play (of 32 participants), both in maximum participant scenarios, out of an abundance of caution, the projected combined parking demand is 112 parking spaces (80 + 32 parking spaces). It should, however, be noted that if a youth summer camp and pickleball league did run concurrently, both activities would not be able to utilize all eight (8) courts at the same time. It is reasonable to assume that the court areas would be shared between the two (2) activities, thus resulting in a smaller youth camp (less than 300 participants) and/or the use of less pickleball courts (less than 8 courts resulting in less than 32 pickleball participants). Therefore, the actual parking demand may be substantially less than 112 parking spaces. Nevertheless, based on a maximum scenario of 112 parking spaces required, the existing 191 parking spaces available on-site would be more than adequate to accommodate this projected parking demand.

"Green MAP Plan" Carpool Incentive Program

As mentioned prior, the approval of Amendment No. A-009-2014 and CUP-339-11 (REV. 2014) implicitly authorized the MAP to charge its patrons for parking. The MAP imposes a parking fee during high demand periods such as Friday evenings, weekends, and holidays.

Condition No. 11, under CUP-339-11 (REV. 2014), currently states:

"The applicant/property owner shall maintain a minimum of 191 parking spaces on the site, per the submitted site plan for CUP-339-11 (REV. 2014), that are available to participants at the indoor sports facility. In addition, the applicant shall implement a carpool incentive plan, (the "Green Map Plan") which will allow at least forty-five (45) vehicles carpooling with four (4) or more occupants per vehicle to park on-site for free. The carpool incentive plan is meant to encourage patrons to carpool to the indoor sports facility. The carpool incentive plan shall be in effect and implemented at all times."

Since the approval of CUP-339-11 (REV. 2014), the MAP has implemented the carpool incentive program. On a typical weekend, K2 observed that as many as 40 of the 45 available carpool spaces were utilized, representing an 89% utilization. The site currently provides 191 parking spaces, which include 45 spaces allocated for carpool parking as part of the MAP's carpool incentive program. The MAP proposes to expand its free carpool incentive program by adding 20 carpool spaces for a new total of 65 carpool spaces, as part of the "Green MAP Plan". It should be noted, the MAP does not charge for parking during off-peak periods. Should CUP-339-11 (REV. 2020) be approved, the MAP will also not charge for parking during weekday daytime hours, and Conditions of Approval will require as such.

On-Street Parking

Similar to most indoor sports facilities that charge a parking fee during peak periods, some attendants choose to park off-site. K2 evaluated the use and availability of public parking spaces on nearby public streets. In the project vicinity, public parking is conveniently available on Western Avenue and Anaconda Avenue. It is estimated that approximately 135 on-street public parking spaces are available on these nearby streets. On a weekend day, K2 observed as many as 102 cars parked on the street at peak. During the same period, only 41 pedestrians were observed walking to the MAP Sports Facility, indicating that not all cars parked on the nearby public streets were patrons of the MAP. K2 determined that there was no apparent correlation between the number of walk-in patrons and the number of vehicles parked on nearby public streets. Generally, on-street parking in the surrounding industrial areas is abundantly available, especially on Friday evenings, weekends, and holidays (peak periods for the MAP).

Parking

Between 2014 to late 2019 (since the approval of CUP-339-11 (REV. 2014)), there had been no reported Code Enforcement cases or complaints received relating to on-site or off-site parking or circulation issues. However, in December of 2019, the Code Enforcement Division received a complaint that patrons of the MAP were accessing parking lots on nearby properties for drop-off and parking purposes.

While the current number of available parking spaces on-site (191 parking spaces) is considered adequate, per the MAP's current Conditional Use Permit (CUP-339-11 (REV. 2014)), in order to address any current and future potential parking issues, and as mentioned prior, the applicant is proposing to expand its carpool incentive program by increasing the number of carpool parking spaces from 45 to 65, to further promote carpooling and reduce parking demand. In addition, the applicant is also proposing to introduce and utilize an overflow parking area, which is currently an existing parking lot area on the eastern portion of the property separated by a fence and sliding gates. When the main parking lot of 191 parking spaces reaches 70% capacity (134 parking spaces), the MAP will provide open access and use of this overflow lot, which provides an additional 78 parking spaces. The vehicular access gates to this lot will be fitted with a Knox box for additional emergency access for the Orange County Fire Authority. Upon project completion,

the MAP Sports Facility will provide 269 parking spaces, which is comprised of seven (7) ADA handicap accessible spaces, 184 standard spaces, and 78 overflow spaces. Again, a total of 65 spaces will be made available for carpool use under the "Green MAP Plan". Under the original approval of Conditional Use Permit No. CUP-339-11, it was determined that a minimum of 156 parking spaces are required for the MAP, which is a parking rate of 2.43 parking spaces per 1,000 square feet. The new proposed total of 269 parking spaces would represent a surplus of 113 parking spaces. Staff finds that the additional overflow parking lot, along with the expanded carpool incentive program, will mitigate any potential on- and off-site parking issues.

As a result of this request, Condition No. 11 would be modified, in part, as follows (New text in ***bold-italics*** and deleted text in strike-through):

"The applicant/property owner shall maintain a minimum of ~~191~~ **269** parking spaces on the site (***184 standard parking spaces, 7 ADA accessible parking spaces, and 78 overflow parking spaces***), per the submitted site plan for CUP-339-11 (REV. ~~2014~~ **2020**), that are available to participants at the indoor sports facility. In addition, the applicant shall implement a carpool incentive plan, (the "Green Map Plan") which will allow at least ~~forty-five~~ ***sixty-five*** (~~45~~) (***65***) vehicles carpooling with four (4) or more occupants per vehicle to park on-site for free. The carpool incentive plan is meant to encourage patrons to carpool to the indoor sports facility. The carpool incentive plan shall be in effect and implemented at all times. ***If at any time the primary parking area (of 191 parking spaces) reaches 70 percent utilization, the overflow parking area (of 78 parking spaces) shall be made available to patrons of the indoor sports facility.***"

As a precaution, and to address any potential on- or off-site parking issues that may arise in the future, the remainder of Condition of Approval No. 11 will continue to be maintained, which, in part, states the following:

"Due to the nature of the operation of an indoor sports facility with variables in user demand there is the possibility that parking issues may arise. In the event, the site cannot accommodate the parking demand at any given time which causes a nuisance, hindrance, and/or problem with both on-site and off-site parking and circulation, the business owner/property owner shall devise and implement a plan to relieve the situation. On-site circulation problems refer to parking along designated "red-curb" area, blocking fire lanes, blocking regular drive aisles/double-parking and reducing or blocking entrances or exits.

The business owner/property owner shall submit a plan to manage parking issues for review and approval by the Community and Economic Development Department. The plan may include, but not be limited to: reducing the hours of operation, limiting the number of courts in use at one time, limiting the number of attendees per tournament or other special

event, instituting an off-site parking arrangement; having on-site parking control personnel; and/or other actions that may be deemed applicable to the situation.

If the City's Community and Economic Development Director deems such action is necessary to address parking and circulation problems, such action shall be implemented within 30 days of written notice. Failure to take appropriate action shall be deemed a violation of these Conditions of Approval and may result in the City restricting the overall use of the facility."

The proposed modifications to the parking lot areas will now delineate a dedicated/separate area, surrounded by fencing and a vehicular access gate, for the existing 20,001 square foot industrial building, located on the southwest corner of the property, which is a separate operator/business unrelated to the MAP Sports Facility. Based on Municipal Code parking requirements, a minimum of 40 parking spaces are required for the 20,001 square foot industrial building. In the dedicated parking area for this building, a total of 40 parking spaces will be provided. The applicant has demonstrated on its submitted plans that adequate parking and truck maneuvering space, for vehicular access to the existing loading areas at the rear of the building, will be maintained.

The Community and Economic Development Department has reviewed the request and is supporting the proposal. All existing conditions of approval, as approved under CUP-339-11 (REV. 2014), along with any modified or new conditions of approval, as approved under CUP-339-11 (REV. 2020) will apply.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Adopt the attached Resolution approving Conditional Use Permit No. CUP-339-11 (REV. 2020), subject to the recommended Revised Conditions of Approval.

Lee Marino
Planning Services Manager

Chris Chung
Urban Planner



K2 TRAFFIC ENGINEERING, Inc.
Traffic Control . Signal . Synchronization . Parking . Study

September 9, 2019

Marty Walker
The MAP Sports Facility
12552 Western Avenue
Garden Grove, CA 92841

Re: **Parking Demand Study**
The MAP Sports Facility
12552 Western Ave, Garden Grove

Dear Marty,

Per your request, we have conducted a parking study for the MAP Sports Facility in Garden Grove. This letter presents our methodology, finding, and recommendation in regards to the parking conditions.

PROPOSED CHANGES

The MAP Sports Facility is an existing indoor sports facility of 75,000 square feet located at 12552 Western Avenue in the City of Garden Grove. Primary sports at the facility includes, but not limited to, basketball and volleyball.

The MAP Sports Facility is seeking an amendment to the conditional use permit to expand the hours of operation to allow weekday daytime uses. Weekday daytime activities will include youth summer camps, senior pickleball leagues, school-age team scrimmages, organized instructions and practices. Current hours of operation per approved Conditional Use Permit No. 339-11 (REV.2014) are 5 PM to 10 PM Monday through Friday, and 8 AM to 10 PM Saturday and Sunday. Proposed hours of operation are **Daily from 8 AM to 11 PM**. On-site parking is free for ALL proposed daytime activities on weekdays.

The facility plans to host youth summer camps of basketball and volleyball with up to 300 participants between 6 and 18 years of age. The specific activities in summer camps include organized instructions, drills, practices and scrimmages. Summer

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210, Tustin, CA 92780 T.714-832-2116 F.949-266-5875 Email: khsu@k2traffic.com

camp will be scheduled to start at least 15 minutes after 9 AM and finish at least 15 minutes before 4 PM.

In order to measure the anticipated parking demand for summer camp, the study conducted a “trial session” on Thursday, February 28, 2019. The results were reported by K2 Traffic Engineering in a Parking Demand Study dated July 8, 2019. Parents dropped off their campers around 9 AM and picked them up around 3:30 PM, and approximately 15% of the participants carpooled to the facility. During the “trail session”, 55 parking spaces were used by the attendance of 195 campers. Accordingly, The Map anticipates 80 parking spaces are required for a maximum of 300 summer campers.

The typical summer camp schedule is shown in **Table 1**. Additional details of the schedule prepared by The MAP Sports Facility can be found in **Appendix "A"**. The proposed changes do not affect operations and parking demand on weekends.

Table 1. Typical Summer Schedule

Day of Week	Daytime Uses 9 am - 4 pm	Late Afternoon Uses 4:30 pm - 10:30 pm
Monday thru Thursday	Summer Camp (up to 300 ppl)	League/Scrimmage/Practice (up to 160 ppl)
Friday		League Play after 6 pm
Saturday & Sunday	League Play (up to 500 ppl)	

The MAP has a long-term plan to introduce senior and adult pickleball leagues to take advantage of the off-peak usage on weekday daytime. If pickleball leagues become a reality, this activity schedule will start after 9 AM and finish before 4 PM for this year-round sports.

CURRENT PARKING LOT

The site currently provides 191 on-site parking spaces, including 45 spaces allocated for carpool parking. In accordance with the approved conditional use

K2 Traffic Engineering, Inc.

permit, on-site parking is provided for free on weekdays and with a parking fee during high demand periods such as Friday evenings, weekends, and holidays. However, the allocated carpool parking is always free anytime any day. Our observations found that as many as 40 of 45 available carpool spaces are utilized each day on a typical weekend.

The combination of parking fees during high demand and the carpool incentive has contributed to reducing parking demand and encouraging carpooling. As part of the CUP Amendment, The MAP proposes to expand the free carpool program by adding 20 carpool spaces. A total of 65 spaces will be allocated for carpool use free of charge at anytime any day.

OVERFLOW PARKING

As shown in **Exhibit 1**, the project will introduce an overflow parking area on the east side of the lot separated by chain link fence and sliding gates. The gate connecting the parking lot will be opened to provide 78 additional spaces when the entire parking lot of 191 spaces is approximately 70% full. Each access gate will be equipped with a Knox box for emergency access as requested by the Garden Grove Fire Department .

Upon project completion, The MAP Sports Facility will provide 267 total parking spaces, including 7 accessible spaces, 182 standard spaces, and 78 overflow parking spaces. A total of 65 spaces will be allocated for carpool use.

THE INDUSTRIAL BUILDING

The industrial building operated by NILS, Inc. for ski/snowboard apparel distribution is located at the south side of the lot. As shown in **Exhibit 1** and labeled "Adjacent Building A", this building has a separate access through an existing driveway on Western Avenue. The building has 20,007 square feet gross floor area with 40 parking spaces provided exclusively for NILS' use. As shown in **Table 2**,

the NILS industrial building is fully compliant with the City of Garden Grove parking codes, and independent from The MAP Sports Facility.

Table 2. Parking Requirement for NILS

Industrial Use Adjacent Building A	Municipal Code Parking Requirement	GFA	Parking Required	Parking Provided
Buildings 20,001 to 100,000 sq. ft. of gross floor area	2 spaces per 1,000 square feet of gross floor area	20,007 Sq. Ft.	40 Spaces	40 Spaces

SITE OBSERVATIONS

To better understanding the potential parking demand on weekdays, the subject facility has allowed private daytime sessions for team practices and scrimmages. Parking observations were conducted at the facility on a typical weekday with practice and scrimmage sessions (Thursday, February 28, 2019). The number of parked vehicles were noted at each 30-minute interval between 8 a.m. and 5 p.m. A maximum of 55 out of the existing 191 parking spaces were used at 4 p.m. Complete data are shown in **Exhibit 2**.

The study also conducted a pedestrian count from 8:30 to 11:30am on Saturday, June 22, 2019 to observe off-site parking and walk-in patrons. The pedestrian count data can be found in **Exhibit 3**. The survey noted 105 pedestrians approaching from Western Avenue and Lampson Avenue to the MAP Sports Facility. Higher concentration of pedestrians were noted between 8:30 am and 9:00 am, and between 10:30 am and 11:00 am. It is estimated that 46 vehicles may have parked off-site within the survey period, assuming the average carpool ratio of 2.3 people per vehicle as found in a previous study of The MAP Sports Facility. As patrons may leave after finishing the early games, the number of parked vehicles at any time should be less than the totals shown.

ON-STREET PARKING

Similar to most indoor sports facilities that charges a parking fee during peak periods, some attendances would choose to park elsewhere for various reasons. On-

street parking is allowed for a total length of 760 feet (estimated 38 spaces) on Western Avenue between Lampson Avenue and Chapman Avenue, and 1,940 feet (estimated 97 spaces) on Anaconda Avenue, a total of 135 on-street parking spaces, all within the Industrial Park Zone. No other on-street parking areas were noted for patron use of The Map Sports Facility.

On-street parking were observed in the project vicinity, namely Western Avenue and Anaconda Avenue, as shown in **Exhibit 4**. The study found that as much as 102 cars parked on the street at the peak. During the same period, however, only 41 pedestrians walked to the subject site, indicating not all cars who parked on streets are project related. There is no apparent correlation between the number of walk-in patrons and the number vehicles parked on the street.

For the duration of observation, the overall attendance at The MAP Sports Facility was 480 and 105 pedestrian were noted, a likely indication of approximately 21% of all attendance have parked on the street and walked to the facility. Generally, on-street parking in the industrial area is abundantly available, especially on Friday evening, weekends, and holiday.

PARKING MANAGEMENT PLAN

The facility plans to maintain and enforce a Parking Management Plan that includes, but not limited to, the following elements:

1. The carpool incentive, named "Green Map Plan", will be expanded to allocate a total of sixty-five (65) spaces for free carpool parking with four or more occupants at anytime any day. The carpool incentive plan is intended to promote carpooling and reduce parking demand both on and off the site. The carpool incentive will continue to be posted at the building and distributed to all team captains during sign-up.

2. The main parking lot and overflow parking will be accessed through the main entrance at Western Avenue. The gate at Lampson Avenue will normally be closed.
3. Knox Boxes will be installed on all gates to allow emergency access by the Garden Grove Fire Department.
4. The overflow parking area will be open during high demand periods when the parking lot of 191 spaces is approximately 70% full. The parking supervisor will oversee parking operations and place appropriate signage for directions to the overflow parking area.
5. Bicycle racks will continue to provide convenient and safe storage of bicycles at the premise.

SUMMARY

The project is expected to improve the off-peak utilization at the premise during weekday daytime hours. The project further increases the number of free carpool spaces and provides an overflow parking area to enhance the parking redundancy that would benefit all facility users, especially during high demand periods.

Regards,

K2 Traffic Engineering, Inc.



Jende Kay Hsu, T.E.
California Licensed TR2285



K2 Traffic Engineering, Inc.

EXHIBIT 2. PARKING SURVEY

The MAP Sports Facility
 12552 Western Ave, Garden Grove

Date 2/28/2019Day ThursdayBy J.C.

<i>Time</i>	<i>Onsite Parking</i>	<i>Time Period</i>	<i>Drop-off/ Pick-up</i>
PARKING SPACES	191		
8:00 AM	2	8:00 AM - 8:30 AM	0
8:30 AM	5	8:30 AM - 9:00 AM	0
9:00 AM	11	9:00 AM - 9:30 AM	1
9:30 AM	15	9:30 AM - 10:00 AM	0
10:00 AM	25	10:00 AM - 10:30 AM	1
10:30 AM	30	10:30 AM - 11:00 AM	0
11:00 AM	30	11:00 AM - 11:30 AM	0
11:30 AM	23	11:30 AM - 12:00 PM	1
12:00 PM	24	12:00 PM - 12:30 PM	0
12:30 PM	16	12:30 PM - 1:00 PM	0
1:00 PM	11	1:00 PM - 1:30 PM	0
1:30 PM	12	1:30 PM - 2:00 PM	0
2:00 PM	14	2:00 PM - 2:30 PM	0
2:30 PM	14	2:30 PM - 3:00 PM	0
3:00 PM	18	3:00 PM - 3:30 PM	1
3:30 PM	35	3:30 PM - 4:00 PM	4
4:00 PM	55 *	4:00 PM - 4:30 PM	2
4:30 PM	41	4:30 PM - 5:00 PM	2
5:00 PM	46		

* Peak parking occurred at 4:00 pm when 55 parking spaces are used.

EXHIBIT 3. PEDESTRIAN COUNT

At the intersection of Western Ave and Lampson Ave

Date 6/22/2019Day SaturdayBy Jill L.

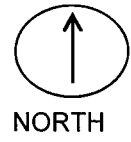
Pedestrian Count to the MAP	Western Ave	Lampson Ave	
Survey Period	North Approach	West Approach	TOTAL
8:30 AM - 9:00 AM	11	12	23
9:00 AM - 9:30 AM	7	2	9
9:30 AM - 10:00 AM	4	5	9
10:00 AM - 10:30 AM	7	4	11
10:30 AM - 11:00 AM	33	8	41
11:00 AM - 11:30 AM	12	0	12
Pedestrian for Each Approach	74	31	105
Assumed Carpool Ratio	2.3 ppl per vehicle		
Estimated Off-Site Parking	32	14	46

EXHIBIT 4. ON-STREET PARKING COUNT

Western Ave between Chapman Ave and Lampson Ave

Date 6/22/2019
 Day Saturday
 By Kevin L.

Time	Western Ave (North)	Western Ave (Middle)	Western Ave (South)	Anaconda Ave	Total
Estimated Capacity	8	14	16	97	135
8:30 AM	0	12	14	70	96
9:00 AM	0	9	14	72	95
9:30 AM	0	10	14	71	95
10:00 AM	0	12	14	73	99
10:30 AM	1	12	14	75	102
11:00 AM	0	11	15	69	95
11:30 AM	0	9	10	65	84



**APPENDIX "A".
TYPICAL SUMMER SCHEDULE**

EZLeagues Check-in Time Clock P.O.S. Lockers Equipment Attendance Schedule Clients Groups Reports Administration

Monday, July 15, 2019

Courts	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
Leverage			LA Laker Camp - Jon Olivero												
Alley-Oop			LA Laker Camp - Jon Olivero												
MAP Champ			LA Laker Camp - Jon Olivero												
Hawk Hoops			LA Laker Camp - Jon Olivero												
Mountain Dew			LA Laker Camp - Jon Olivero												
Gatorade			LA Laker Camp - Jon Olivero												
Pepsi			LA Laker Camp - Jon Olivero												
Aqualina			LA Laker Camp - Jon Olivero												

Yellow Grid- Daily Bball Court Rentals/20.5 hrs total

[REDACTED]

9AM to 4PM: 300 people/ CAMP
 5 to 6: 100 to 120 per/ 6 to 7: 120 to 140/ 7 to 8:
 130 to 160/ 8 to 9: 130 to 160/ 9 to 10: 60 to 80.



The Map Sports

EZLeagues Check-in Time Clock P.O.S. Lockers Equipment Attendance Schedule Clients Groups Reports Administration

Thursday, July 18, 2019

0 No Filter No Selection

Courts	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
Leverage															
Alley-Oop															
MAP Champ															
Hawk Hoops															
Mountain Dew															
Gatorade															
Pepsi															
Aqualina															

0 waitlists 0 Bookable

Booker Mode Off

Next Day

Today

Previous Day

Thursday, 7/18/2019

Thursday, 7/18/2019

Sync to Calendar

Color Legen



[Redacted]

[Redacted]

9PM to 4PM: 300 people/ Camp
5to6: 100 to 120/ 6to7: 130 to 150/ 7to8: 130 to 150/ 8to9: 110 to 130/ 9to10: 50 to 70.

Beige Grid- Daily Vball Rentals/1.5 total hrs



The Map Sports

EZLeagues Check-in Time Clock P.O.S. Lockers Equipment Attendance Schedule Clients Groups Reports Administration

Friday, July 19, 2019

NO FILTER

Friday, 7/19/2019

Friday, 7/19/2019

waitlists 0 bookable

Delete Trade Off

NEXT DAY

TODAY

PREVIOUS DAY

Sync to Calendar

Color Legen

	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
Courts															
Leverage															
Alley-Oop															
MAP Champ															
Hawk Hoops															
Mountain Dew															
Gatorade															
Pepsi															
Aquafina															

Lakers Bball Camp - Jon Olivero



9PM to 4PM: 130 to 170 people/ Camp
6PM to 10PM: 400 to 500 people/ PM Camp
Hours



November 6, 2019

Dai Vu, City Traffic Engineer
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA 92840

Re: **Trip Generation - Proposed Weekday Daytime Operations
The MAP Sports Facility at 12552 Western Ave, Garden Grove**

Dear Mr. Vu,

The MAP Sports Facility is an existing indoor sports facility located at 12552 Western Avenue in the City of Garden Grove. Current hours of operation are 5 PM to 10 PM Monday through Friday, and 8 AM to 10 PM Saturday and Sunday. It is seeking an amendment to expand the hours of operation to allow weekday daytime uses. Weekday daytime activities will include youth summer camps, senior/adult pickleball leagues, school-age team scrimmages, organized instructions and practices. The extended hours of operation will be **Daily from 8 AM to 11 PM**.

Adding daytime operations at this existing facility will allow summer camps (9:30 am to 3:30 pm), pickleball league (9:30 am to noon), and team scrimmages and practices (non-peak hour, by reservation). The start and finish times are strategically set 30-minute apart from the morning and afternoon peak hours to avoid the rush-hour traffic. Attributing to staff activities, not patrons, the conservative estimate of trip generation is 10 trips in the morning peak hour and 10 trips in the afternoon peak hour, based on past staffing experiences.

Table 1. Project's Trip Generation

Peak Hour	NET Trip Generation	Note
AM (7-9 am)	10	Activities start after 9:30 am, including summer camps and pickleball leagues
PM (4-6 pm)	10	Summer camps end before 3:30 pm. Pickleball leagues are scheduled in the morning only.

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Trip generation represents the amount of traffic change due to the project development. In summary, the project is expected to increase less than 10 trips in the morning and afternoon peak hours. The project is not expected to result in any significant traffic impact, compared to existing conditions. Further study of traffic impact is apparently not required.

Regards,

K2 Traffic Engineering, Inc.



Jende Kay Hsu, T.E.
California Licensed TR2285



K2 Traffic Engineering, Inc.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.2.	SITE LOCATION: Southeast corner of the intersection of Western Avenue and Lampson Avenue, at 12552 Western Avenue
HEARING DATE: April 16, 2020	GENERAL PLAN: Industrial/Residential Mixed Use 1
CASE NO.: Conditional Use Permit No. CUP-339-11 (REV. 2020)	ZONE: M-P (Industrial Park)
APPLICANT: The Map Sports Facility	CEQA DETERMINATION: Exempt
PROPERTY OWNER: SDL Warner LLC (Attn: Tracey Barton)	APN: 251-032-01

REQUEST:

A request to modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, located at 12552 Western Avenue (Assessor's Parcel No. 215-032-01), to expand the hours of operation allowing daytime weekday business hours and activities and to expand the existing parking lot to provide additional parking spaces.

DISCUSSION:

The applicant has requested to continue Conditional Use Permit No. CUP-339-11 (REV. 2020) to the June 4, 2020 Planning Commission meeting, in order to allow additional time for the applicant to address certain issues that were raised from public comments received by the City of Garden Grove. See attached applicant continuance request in writing along with the correspondence from the public.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

1. Open the public hearing and continue Conditional Use Permit No. CUP-339-11 (REV. 2020) to the June 4, 2020, Planning Commission meeting.

Lee Marino
Planning Services Manager

Chris Chung
Urban Planner

Zimbra**chrisc@ci.garden-grove.ca.us**

The Map Sports Facility

From : Terry Teeple <teeple@pacific-teal.com> Wed, Apr 08, 2020 10:54 AM
Subject : The Map Sports Facility 📎 1 attachment
To : 'Chris Chung (chrisc@ggcity.org)' <chrisc@ggcity.org>
Cc : leem@ci.garden-grove.ca.us, martymap11
<martymap11@gmail.com>, Kay Hsu, TE
(kay@k2traffic.com) <kay@k2traffic.com>


Mr. Chris Chung,

To allow my Client and Applicant (The Map Sports Facility) time to address certain issues that were raised from public comments received by the City of Garden Grove Community and Economic Development Department, we respectfully request a continuance of CASE NO.: Conditional Use Permit No. CUP-339-11 (REV. 2020). More specifically, please continue Agenda Item No. C.2 currently scheduled for the April 16, 2020 Planning Commission meeting to their meeting of June 4, 2020. We trust the Planning Commission will open the currently scheduled public hearing on April 16, 2020 and then vote to continue CASE NO.: Conditional Use Permit No. CUP-339-11 (REV. 2020) to their June 4, 2020 meeting. Thank you for your continued cooperation.

Please acknowledge receipt of this request.

Respectfully submitted by Terry Teeple, Authorized Representative for The Map Sports Facility.

Terry Teeple
Managing Member
Pacific-Teal Development, LLC
22691 Lambert Street, Suite 519
Lake Forest, CA 92630
PH 949.586.2066
teeple@pacific-teal.com

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April 6, 2020

Mr. Chris Chung
 Urban Planner
 City of Garden Grove
 11222 Acacia Parkway
 Garden Grove, CA. 92840

Dear Mr. Chung:

PURPOSE OF ZONING

It is our understanding that the purpose of city zoning ordinances is to divide a city into various uses that are separate from one another while maintaining and clustering similar land uses within zones that are compatible and uniform as to limit conflicts of use of surrounding properties.

When the City of Garden Grove initially considered the Conditional Use Permit for MAP Sports Facility to use an existing facility as an indoor sports center in an industrial park zone, we noted our objection as the use was incompatible to the surrounding area.

Our objections were ignored and the CUP was granted. The reasoning was that by limiting the hours of operation to hours and days that would not conflict with industrial users nearby and by requiring staggered time of events to eliminate the possibility of parking overflow from one group to another, that these measures would mitigate the incompatibility issues with surrounding properties.

EVIDENCE OF INCOMPATIBILITY/VIOLATION OF CUP

Now that MAP Sports Facility has been operating in the area, I write to shed some insight on the challenges we have faced and provide some anecdotal evidence of the incompatible use.

In the past, we have filed complaints with Garden Grove's Code Enforcement Departments when things have been dangerous and difficult for us to conduct our daily work, but to no avail.

City's FINDINGS AND REASONS 2.a. *"...will operate during hours when the surrounding businesses are closed. The indoor sports facility will be compatible with the neighboring properties and have no adverse effect upon the health, peace, comfort, or welfare of persons working in the surrounding are."*

STAFF REPORT FOR PUBLIC HEARING CASE NOS A-162-11 Page 5

Map will operate during the evening, 6:00 p.m. to 10:00 p.m. Monday through Friday..."

12571 Western Avenue
 Post Office Box 5367
 Garden Grove, California 92846-0367
 714-892-8321 562-594-0937
 FAX 714-892-3824
www.containersupplycompany.com

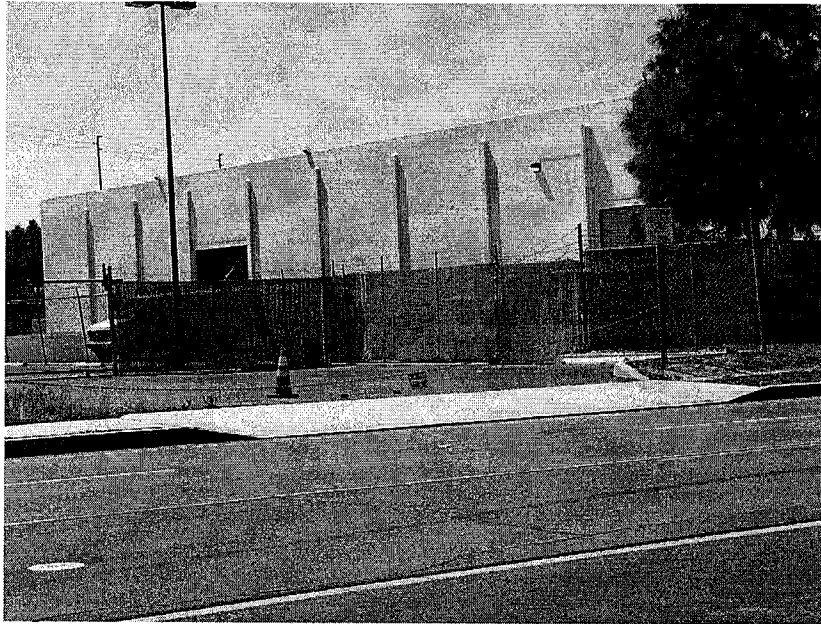


MAP Sports Facility has been operating outside the operating hours limitations of the Conditional Use Permit. We see events taking place in early afternoon during weekdays, well before 6:00 p.m. We see schools coming on the property as early as 3:00 p.m.

Garden Grove Planning Commission Minute Excerpt Dated November 3, 2011

Commissioner Pak asked staff to clarify the entrances. Staff responded that a new curb cut would occur on Lampson Avenue.

To date, we are unaware of a Lampson Avenue ingress/egress being utilized. Please see photo below taken recently. Perhaps the incentive for disuse of the Lampson Avenue ingress/egress may be the possibility of patrons entering the site without paying the toll. The entrance is generally chained off during operating hours.



STAFF REPORT FOR PUBLIC HEARING CASE NOS A-162-11 Page 6

"To minimize any potential parking issues, the conditions of approval require the applicant to adhere to scheduling a 30-minute interval between league games on any given court."

EXHIBIT "A" CONDITIONS OF APPROVAL

Item 12. "A prominent, permanent sign stating "NO LOITERING IS ALLOWED ON OR IN FRONT OF THE PREMISES."

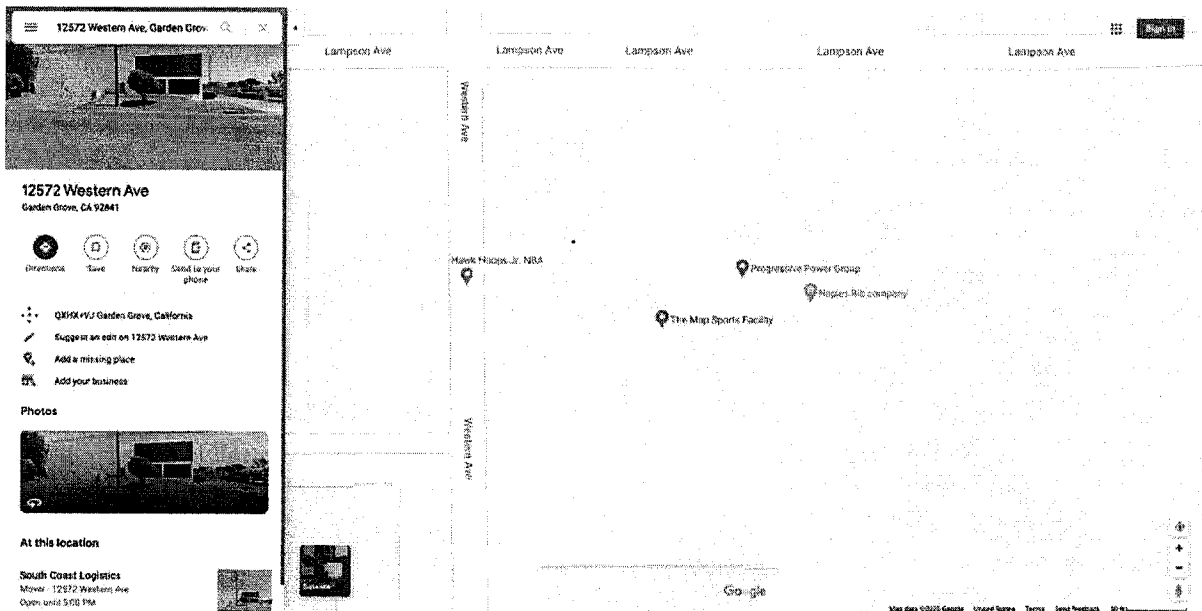
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Garden Grove, California 92846-0367
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Conditions were put in place to ensure that proper staggering of events and the “No Loitering” clause would preclude parking issues on site.

The reality is that parking has been and continues to be an issue. From time to time, we also see catering taking place in the parking lot with BBQ grills. In fact, if you search on Google Maps 12572 Western Avenue, Garden Grove and zoom in, you will see markers by Google for Hawks Hoop Jr. NBA, The MAP Sports Facility, Progressive Power Group and Naples Rib Company. I presume Naples Rib Company may be marked as Google Location Services identified their cell phones using this facility frequently.

Food service on site invites patrons to stay longer than their designated game time, in turn, creating insufficient parking on site for the day.



As patrons come on site, often times, there is a que to enter the sports facility that spills out beyond their property and on to North Bound Western Avenue as well as the median lane heading South, this creates challenges for our trucks and trailers to enter and exit our property during normal business hours.

We believe part of the reason for the que spilling onto Western Avenue is that MAP Sports Facility charges for parking. Collecting parking toll takes time and requires drivers to wait while the cars in front are allowed access. The charging of parking toll has also created unintended consequences that affect the safety of our property. We're

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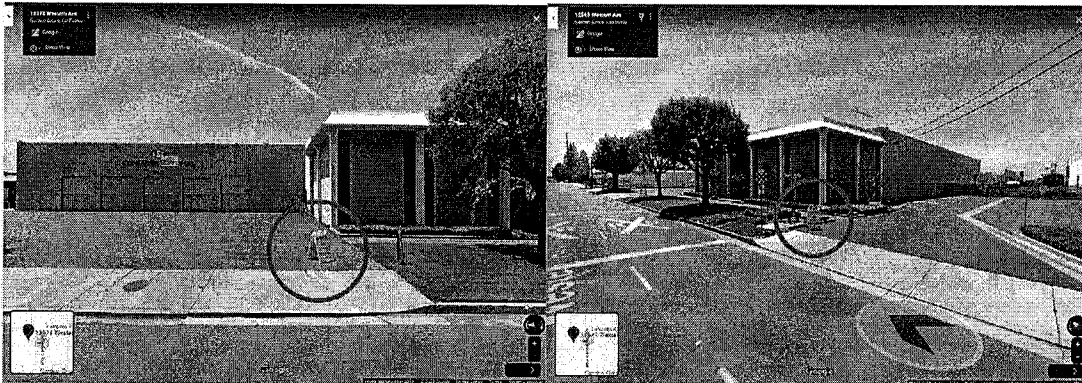
not opposed to charging a parking fee, but perhaps if the fee were collected at the door and not at the parking entry point, this may help relieve the spillover.

An additional unintended issue with charging a toll is that families wanting to avoid paying a parking toll now park on our facility and walk across Western Avenue. Others simply use our parking and shipping dock facility as a drop off point for kids to be dropped off and run across Western Avenue, creating a very dangerous situation both for the children running across a busy street as well as for the drivers along the North/South bound Western Avenue. This also creates a hazardous situation for us on our site as we have cars, trucks and fork lifts operating on our facility.

To add salt to the wound, when we have asked patrons of MAP Sports Facility to not park on our facility, they often times are belligerent and refuse to move. We have tried to call for a tow truck, but they are unwilling to come as they have requirements they must meet to tow a car from a private property.

MAP Sports Facility staff place DO NOT PARK signs in front of our parking lot on weekends, but that is not effective. Not only is it not effective, but the fact that they place a sign on our property to control their use is not a reasonable solution. It happens every weekend. In point of fact, photographs from Google Maps are attached to demonstrate the frequency of this practice.

The photographs below is from Google Maps when you enter 12571 Western Avenue, Garden Grove.



In a cursory review of comments found on Yelp for MAP Sports Facility, patrons also park north of the site on public streets to avoid paying the parking toll. The issue is that when they park north of the site in the nearby side streets, there are no pedestrian sidewalks along Western Avenue leading to the side streets where these patrons park. They end up walking through private parking lots. Again, this area's design is for an industrial use, not an indoor sports facility.

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Below is a comment on Yelp suggesting free parking North on Western as well as a photo from Google Maps on the Western Avenue/Lampson Avenue corner where it appears a family is walking across Western Avenue and there are no sidewalks north of the intersection.

Christy M.
San Gabriel, CA
1257 friends
492 reviews
7473 photos
Elite '2020

[Share review](#)
[Embed review](#)

12/31/2018
1 photo 15 check-ins

I come here a lot for basketball tournaments, and especially when my younger brother had games here regularly.

Most people that complain about how expensive it is here is because their kid(s) participate in a traveling basketball team, or for whatever other league they are involved in. Don't get mad at the facility, when you wanted to participate in tournaments here. They're just the location chosen.

I think \$12 parking is bogus, but you are paying for convenience to park on site for the facility. I believe it's cash only, too. I'm not sure if there are proper in n out privileges, since the parking spaces are limited, and there may not be any availability for when you come back. I've gone to facilities hosting tournaments where it's free parking, \$5, \$7, \$10, and have even paid up to \$25 just for convenience of parking on site. \$12 is such a random number, but I guess it could be worse =/ There is free parking off Western headed North though if you wanted to save a few bucks. But anticipate coming much earlier before all the parking spots are filled up.

The other fee people complain about is having to pay an additional fee to go into the facility to be a spectator for whatever sport is going on. This fee is towards the tournament of whatever league you're watching/supporting, and the parking fee is contributed towards the actual facility.

[themapsports.com](#)

(866) 877-0919

[Get Directions](#)

You Might Also Consider
Sponsored ⓘ

ClubSport - Aliso Viejo
384 reviews
Renaissance ClubSport Aliso Viejo is Orange County's premier fitness club offering... [read more](#)

Team Sweat Fitness
14 reviews
Lisa L. said "This gym has amazing classes! The trainers here genuinely care about your goals and..." [read more](#)



12571 Western Avenue
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Garden Grove, California 92846-0367
714-892-8321 562-594-0937
FAX 714-892-3824
www.containersupplycompany.com



PREVIOUS PARKING STUDY'S CREDIBILITY

The initial parking study used to approve the original CUP was inadequate. The assumption that each court would require 20 parking stalls was flawed as demonstrated in the challenges we see. Most patrons likely drive individually and a two teams playing on a court likely have more than 20 players at any given time. The addition of 78 stalls will certainly help, but will taking stalls away from the adjacent 60,000 SF building allow

for proper parking demand load if the adjacent building were operating in full capacity? The adjacent building appears empty now, but once it is occupied, the parking demand for this building will rise. Does the new parking demand study account for the PPG office area on the North West side of the sports facility?

The purpose of a Conditional Use Permit is to place conditions that would allow incompatible uses within a zone with conditions that would help mitigate impacts to surrounding properties. By approving the current application to extend the allowance of operation for Monday – Friday 8:00 a.m. to 11:00 p.m. and weekends from 8:00 a.m. – 10 p.m., the few mitigations measures that were already proven to be ineffective in making the use more compatible with surrounding users, would be completely removed and the problems we have faced would continue to exacerbate. This would also create a precedence that negates the purpose of requiring a Conditional Use Permit. In essence, the changes being made are effectively allowing MAP Sports Facility to be fully within its right to operate its business alongside the industrial users nearby during the same operating time without limitation, short of allowing operations to extend to 24/7.

Staff Report Supporting Amendment No. A-162-11 to amend Title 9 of the City of Garden Grove Municipal Code to allow Indoor Sports Facility uses in M-P Zone subject to approval of a Conditional Use Permit.

“The amendment will allow a limited number of ‘indoor sports facility’ uses to share space with the regular ‘industrial’ uses. The ‘indoor sports facility’ uses will not operate at the same time as regular business hours, rather operating after-hours on weekday evenings and on the weekend.”

The current application to extend the operating hours to Monday – Friday 8:00 a.m. to 11:00 p.m. is in direct contrast to the staff report that “indoor sports facility” uses will not operate at the same time as regular business hours, rather operating after-hours on weekday evening and on the weekends.

Some additional questions and comments:

- Does the facility provide adequate rest room stalls? In reviewing the previous floor plan with 8 courts, the number of stalls seemed insufficient.
- Does PPG continue to operate the 8,000 SF of office space exclusively at the front of the site along with the warehouse space of 7,000 SF?

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- Does MAP Sports have the proper approval and permit to operate a food service on site? Below is a comment from a patron of MAP found on Yelp. It would appear that MAP has a Snack Bar, Acai Republic Bar and a Tacos/Burritos/Quesadilla bar outside the facility.

The restrooms are a bit of miss. Some days it's kept pretty clean, other days I see the same toilet clogged for 8+ hours without being fixed. The restrooms are usually restocked in a timely manner from what I've experienced.

thomapsports.com

The MAP Sports Facility workers are generally pretty friendly and helpful if you need anything. During the summer it's hot AF here without proper ventilation. There's vents, but it feels worse than a sauna in there. But during the winter, it's also cold AF. So it fluctuates.

(866) 677-0919

Get Directions

Snack bar is over priced, so I almost never buy anything there. They usually had the Acai Republic bar there, which is a healthier and delicious option of food/snacks. They weren't there when I was recently, so not sure if that's still available. The Tacos/Burritos/Quesadilla bar outside the facility is good, and the workers there are friendly, too. Friczy though, \$8 each, pasta? Meh. But it's a much better and filling deal vs paying \$5.95 inside the snack bar for a slice of pizza and soda.

You Might Also Consider

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 384 reviews
 Renaissance ClubSport Aliso Viejo is Orange County's premier fitness club offering... [read more](#)

Team Sweat Fitness
 14 reviews
 Lisa L. said "This gym has amazing classes! The trainers here genuinely care about your goals and..." [read more](#)

Useful 8 Funny 5 Cool 7

5/4/2019

Where do I start.

The facility is dated in comparison to other facilities hosting AAU tournaments. Unfortunately, with the closure of Next Level, the Map is the only thing in town (literally).

- Furthermore, it was our understanding that spectators were not allowed as part of the CUP per **Exhibit "A" Conditions of Approval, Item 9**, "*There shall be no tournaments, competitions, or other special events that draw spectators.*" What we see as a nearby property owner and what we read in numerous Yelp reviews by patrons paint a different picture. Are spectators allowed?

If this application were to be approved, as a property owner impacted by the current use with its current limitations, we ask the City to recognize that removing the current limitations will create additional impact on the surrounding users and that the City will provide appropriate mitigation measures to ensure that MAP's use does not impede on our operation and the safety of our employees. We further ask the City to create a mechanism by which we would be allowed to quickly call on a tow truck service to

remove cars that are trespassing on our property. Should the problems continue to exist, we ask the City to review the conditions and use of the subject property and to amend the conditions as necessary.

Best regards,

Spencer Hurtt
 President/CEO

12571 Western Avenue
 Post Office Box 5367
 Garden Grove, California 92846-0367
 714-892-8321 562-594-0937
 FAX 714-892-3824
 www.containersupplycompany.com

04/01/2020 01:10:03 AM
Ticket #589351

Status Open
Priority Normal
Department Planning Help
Create Date 03/31/2020 04:46:51 PM

Name Royden Fujimori
Email rfujimori@crrmail.com
Phone
Source Email

Assigned To
SLA Plan Planning SLA
Due Date 04/05/2020 04:46:51 PM

Help Topic Planning
Last Response
Last Message 03/31/2020 04:46:52 PM

Conditional Use Permit No. CUP-339-11

03/31/2020 04:46:52 PM Conditional Use Permit No. CUP-339-11

Royden Fujimori



Garden Grove Planning Division,

This is a comment in the request by the MAP Sports Facility to expand its hours of operation during the weekday and expand additional parking. The current MAP Sports Facility currently holds events during the weekend where most of the times, cannot contain the parking demand. The attendees then park throughout the business streets and areas. On the weekends, most surrounding businesses are not running so there is little conflict in parking, and attendees wondering the streets. However, if events are held during the weekday, during peak business activity, not only will there be a parking capacity issue, but, there will be a safety issue as many of the attendees will be parking throughout a heavy traffic area. In addition, many of the attendees are young children who are not always focused on safety awareness.

Thank you for the opportunity to comment

Royden Fujimori

CR&R Inc.

Zimbra

chrisc@ci.garden-grove.ca.us

Re: MAP Sports Facility - 12552 Western Ave - Code Enforcement Case #181966

From : Pete Roque <peter@ggcity.org> Fri, Apr 03, 2020 10:40 AM
Subject : Re: MAP Sports Facility - 12552 Western Ave - Code Enforcement Case #181966
To : Chris Chung <chrisc@ggcity.org>

Here is the complaint:

Request CR-9162

MAP Sports Facility has had an all day event today (1/20/2020). Its customers have been parking in our facility, walking through our facility during business hours and have at times refused to remove their car when told that it is private property. This has happened on multiple occasions during our hours of operation and is both a nuisance as well as potentially hazardous situation as we have fork lifts operating in our facility where patrons of MAP Sports Facility have been seen walking through.

We have filed multiple complaints to the City and have not had the issue resolved.

We request that when MAP conducts all day events during normal business days, that they be required to post a security guard at the entrance of our facility to discourage their patrons from parking/walking through our facility in the future.

Address: 12552 WESTERN AVE
Category: Other Code Enforcement Complaint
Submitted: January 20, 2020 02:15 PM
Requester: David Choye
Phone: (714) 622-6425
Email: dchoye@cscmfg.com

We have not observed anything thus not sent any notification.

Thank you,



Pete Roque, CCEO | Code Enforcement Supervisor
City of Garden Grove | 11222 Acacia Parkway | Garden Grove, CA 92840
Community and Economic Development Department | Building & Safety
GARDEN GROVE Division | Code Enforcement
Tel: (714) 741-5351 | Email: peter@ggcity.org

Please feel free to check out our new online web request and reporting system at [Online Web Request](#)

Zimbra

chrisc@ci.garden-grove.ca.us

The Map Sports Facility - CASE NO: Conditional Use Permit No. CUP-339-11 (REV. 2020)

From : Terry Teeple <teeple@pacific-teal.com> Fri, May 22, 2020 05:09 PM
Subject : The Map Sports Facility - CASE NO: Conditional Use Permit No. CUP-339-11 (REV. 2020) 1 attachment
To : 'Chris Chung (chrisc@ggcity.org)' <chrisc@ggcity.org>
Cc : leem@ci.garden-grove.ca.us, martymap11 <martymap11@gmail.com>, Kay Hsu, TE (kay@k2traffic.com) <kay@k2traffic.com>

Dear Planning Commissioners and City Staff.

I hope this finds you well under these challenging circumstances. On behalf of my Client, The Map Sports Facility (Map), I wish to express my gratitude to the Planning Commission for honoring our request to continue Agenda Item No. C.1. from your April 16, 2020 meeting to your meeting scheduled for June 4, 2020. Our team has been utilizing this invaluable time afforded us by the Planning Commission's continuance of our Subject Case. More specifically we have focused on the two (2) comment letters that the City of Garden Grove received during the public comment period. I offer the following responses to both comment letters:

CR&R, Inc. Letter - Ticket #589351 Create dated 03/31/2020:

After reviewing the public comment submitted by CR&R, Inc., we are pleased that the author offers the following relative to the weekend operation at The Map Sports Facility: "On the weekends, most surrounding businesses are not running so there is little conflict in parking, and attendees wondering (wandering-spelling corrected) the streets."

The Amendment we seek via Conditional Use Permit No. CUP-339-11 (REV. 2020) centers around expanding the hours of operation to include weekday daytime activities at the Map. It is very clear to me that the author of the public comment is not informed when he states ... "However, if events are held during the weekday, during peak business activity, not only will there be a parking capacity issue, but, there will be a safety issue as many of the attendees will be parking throughout a heavy traffic area." City Staff raised similar concerns and questions early in the process of evaluating the Amendment. As a result, K2 Traffic Engineering produced the Trip Generation - Proposed Weekday Daytime Operations / The MAP Sports Facility at 12552 Western Ave, Garden Grove, dated November 6, 2019 (Memo). Said Memo as well as the Staff Report and Conditions of Approval clearly mandate that the proposed weekday daytime hours of operations are restricted to OFF PEAK, AM- and PM peak traffic hours. The author of the public comment is also and unfortunately uninformed regarding the parking required for the proposed weekday daytime hours of operations. As part of City Staff's required

analysis, K2 Engineering also produced a document entitled the Parking Demand Study / The MAP Sports Facility 12552 Western Ave, Garden Grove dated September 9, 2019 (Study). Among many other components, this Study clearly demonstrates that the proposed weekday daytime activities anticipates the maximum use of 80 parking spaces at any one time. As you are aware, there are currently 191 existing parking spaces at the Map. This means the proposed weekday daytime activities will require less than 50% of the existing parking spaces. The author's assertion that there will be "a parking capacity issue" is simply incorrect. It is well to note that both the Memo and the Study were reviewed and accepted by the City of Garden Grove's Traffic Engineer ... These work products support the City Staff's recommendation for the Planning Commission to approve the Conditional Use Permit No. CUP-339-11 (REV. 2020).

Container Supply Letter dated April 6, 2020:

We have thoroughly reviewed the comments contained in this letter. Much like the CR&R comments, the author is unfortunately misinformed about numerous facts and activities The Map Sports Facility (Map), is vested with vis-à-vis the Conditions of Approval for the Map's CUP No. 339-11 (REV. 2014).

Examples of this include the Map's current vesting described in Conditions of Approval #34 and #35 ... These conditions allow the Map to provide both food and drinks AND sell sports merchandise during hours of operation. It should be noted that the Conditions of Approval #34 and #35 are as numbered in proposed CUP No. 339-11 (REV. 2020). The Container Supply comment letter raises issues that although have occurred very rarely since the Map opened for business in May, 2012, warrant PRO-ACTIVE consideration. Specifically and again on very rare occasion, patrons of the Map have utilized the parking lot of Container Supply across Western Avenue. These rare, UNAUTHORIZED occurrences have taken place in spite of the Map's placement of "A-Frame" signs at the driveways of the Container Supply facility forbidding Map patrons from this activity. In addition, and only during weekend events when parking fees are charged to Map patrons to vehicles having LESS THAN 4 OCCUPANTS, a "queuing" issue occurs. This forces vehicles to queue up on Western Avenue. Recall that the vehicles with 4 or more occupants enjoy FREE parking per the GREEN MAP PROGRAM, proposed by Condition of Approval #12 to increase to 65 vehicles ... This will further promote carpooling. It is also well to note that the vehicle queuing on Western Avenue ONLY occurs during the beginning of the day and for weekend events. On rare occasions the Map holds 3-day events when children are out of school on 3-day, holiday weekends ... Typically these include Martin Luther King holiday in January, President's holiday weekend in February and the 4th weekend in May over the Memorial Day weekend.

In an effort to mitigate the aforementioned issues raised by Container Supply, my Client has authorized the creation of a "Parking Management Plan" (PMP). This self-imposed mitigation is intended to resolve the rare occasions that impact the Container Supply operations, particularly on a Friday or Monday of a 3-day event at the Map. On these rare occasions the Container Supply facility may be observing these Fridays or Mondays Holidays, and thus not working. I would direct your attention to both the PMP and Staff's proposed Condition of Approval #41. The Map will be obligated to

implement the PMP during any high/peak demand periods, as necessary per Condition #41. The PMP also includes the strict prohibition of Map patrons from parking in the Container Supply's parking lot by hiring another parking lot attendant. In order to best implement the PMP, Staff has proposed Condition of Approval #12 relative to adequate parking at the Map ALWAYS being available. The PMP requires the inclusion of ONSITE queuing for 20 vehicles as noted and shown on the PMP. Condition of Approval #41 also requires opening the 78 overflow parking spaces during peak demand periods.

This was noted and supported by K2 Traffic Engineering's Parking Demand Study dated September 9, 2019, as reviewed and approved by the City of Garden Grove Traffic Engineer.

It is important to add that The Map Sports Facility has NEVER been notified by either the City's Code Enforcement Department or Container Supply directly regarding the two (2) major issues alleged and discussed herein above. It was not until City Staff shared Container Supply's April 6, 2020 public comment letter that the Map was made aware of same. It is also well to note that Map provides a very important and much needed sports facility to both youth and adults alike. The Map's facility has proven to be even more important since the Next Level Sports Complex went out of business October 20, 2018.

Lastly, my Client has reviewed and accepts the REVISED CONDITIONS OF APPROVAL labeled EXHIBIT "A" for CASE NO: Conditional Use Permit No. CUP-339-11 (REV. 2020).

We would like to thank City Staff for their courteous cooperation while evaluating the Amendment being sought by The Map Sports Facility.

Respectfully,

Terry Teeple - Authorized Representative for The Map Sports Facility
Pacific-Teal Development, LLC
22691 Lambert Street, Suite 519
Lake Forest, CA 92630
PH 949.586.2066
teeple@pacific-teal.com

 **Unknown <text/html>**
14 KB

ATTACHMENT 5

June 16, 2020

Mr. Chris Chung
Urban Planner
City of Garden Grove
11222 Acacia Parkway
Garden Grove, CA. 92840

Dear Mr. Chung:

MAPS is currently operating outside its permitted hours of operation. It is stated on MAPS's website as well as confirmed by an employee by phone. A group of players were seen leaving the facility on Monday, June 15, 1:40 pm.

The current proposal to extend operating hours will create a hazardous situation both for the industrial users in the area as well as for MAPS's patrons. MAPS's patron park on CSC property and run across Western Avenue. Some pull into our Shipping Department's driveway and off-load children who then run across Western Avenue to MAPS. Both practices create a very dangerous situation for all parties involved.

If operating hours are allowed to be concurrent to industrial users, the risk of accidents and injury increase. In addition, traffic congestion on Western Avenue will increase as queue to enter MAPS will exist during times when large trucks are constantly on the road.

QUESTIONS REGARDING THE CONDITIONAL USE PERMIT PROCESS AND CURRENT APPLICATION

1. The original CUP incorporated an amendment to Title 9 to *allow a new use, an "Indoor Sports Facility," in the M-P (Industrial Park) Zone, subject to a Conditional Use Permit.* The amendment was predicated on the fact that *indoor sports facility uses will not operate at the same time as regular business hours; rather the uses will operate after-hours on weekday evening and on the weekends.* How is the new CUP being processed when it goes against the very reasoning used to allow Indoor Sports Facility to operate in a non-conforming zone?
2. Title 9, Chapter 4, Subsection C.9 was also modified to include the following definition: *"Indoor Sports Facility" means an indoor space used by teams to practice sports or engage in league/club play most often during weekday evening and weekend days.* Is the current proposed CUP in violation of this very definition of an Indoor Sports Facility?
3. Section 9.16.020.050: Special Operating Conditions and Development Standards was also modified to add specific standards for an "Indoor Sports Facility." *At no time shall an indoor sports facility impede the normal functions of the permitted uses in the zone in which it is located.* In point of fact, CSC has filed numerous complaints with Code Enforcement on weekdays during our normal operating hours of business when MAPS was concurrently operating, wherein our normal functions were impeded upon. Were our complaints taken into consideration in reviewing the proposed CUP?
4. In reviewing the original CUP and the Title Amendment, the argument in support of allowing an Indoor Sports Facility to operate in an Industrial Park Zone was based on the notion of such facilities operating during hours when surrounding industrial uses would not be operating. This statement was made over and over again in various documents

leading to the approval of the CUP. Why is this argument no longer valid? What has changed to disregard the original reasoning?

5. What is the City's policy for requiring sites to upgrade the facility's landscape and lighting requirements when a significant change occurs to either the physical property or its uses? In short, are applicants required to upgrade the facility's landscape and lighting to meet current code when a CUP is approved? In other cities, applicants are required to update their facility to meet current code requirements. Is this the same in Garden Grove?
6. The current CUP appears to incorporate parking stalls from an adjacent lot into its parking calculus. If the adjacent building is vacant, it would make sense, but if the property were occupied, would there be enough parking stalls available for both uses concurrently? Please see the parking striping from a Google aerial photograph that shows parking striping different than what was previously submitted to the City in the original CUP application.
7. Does the new parking analysis take into account PPG uses (8,000 SF of general business office and 7,000 SF of warehouse) as exclusive space for PPG; therefore, a separate parking count should be factored, 32 stalls for general business office and 16 stalls for warehouse use.
8. If the PPG office areas are exclusive, does the current number of restroom stalls meet the demand load?

REQUESTS FROM CSC

1. Immediately cease operating during hours that were not approved by the City.
2. Limit operations to those approved in the original Conditional Use Permit to ensure the operation of MAPS does not interfere or impede other industrial users nearby.
3. Remove ability for MAPS to charge parking fee as it encourages patrons to park off-site, spill into neighboring lots and creates a queue that spills onto Western Avenue as patrons wait to pay the toll.
4. Allow CSC ability to tow unauthorized vehicles on short notice.

Attached are screenshots taken from MAPS website stating, "We are open daily from 7:30 am to 11:00 pm daily but other time arrangements are possible," as well as an aerial view of the parking striping of the adjacent building to accommodate for large trucks.

Also attached are Google Maps screenshots that demonstrate patrons walking in the general area that have likely parked off-site and a screenshot showing how a patron has parked on CSC property, been dropped off and is preparing to run cross Western Avenue in the middle of the street. These photos were taken by Google in a snapshot of a moment in time. The fact that Google's camera's presence capturing these moments at random further illustrates how prevalent the problems are and the dangers they pose.

I urge the City Planning Commissioners and the City Council to reconsider the application to extend the operating hours.

Yours truly,

Spencer Hurtt
President/CEO

WE'RE OPEN! RESERVATIONS ONLY

The Map Sports Facility will reopen
Monday June 15th to reservations only.



Please note updated facility guidelines

- Maintain a 6-foot separation from others
- Temperature check upon entrance to the facility
- Practice good hygiene and regularly wash hands
- Masks face coverings required upon entrance to the facility
- All individuals must fill out COVID-19 Liability Release Waiver



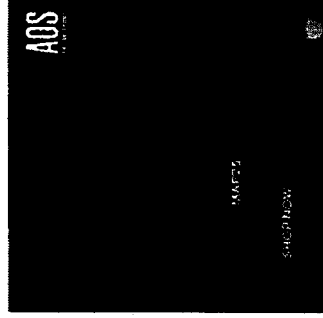
To reserve your court, call us at (714)905-5262 or email us at info@themapsports.com.

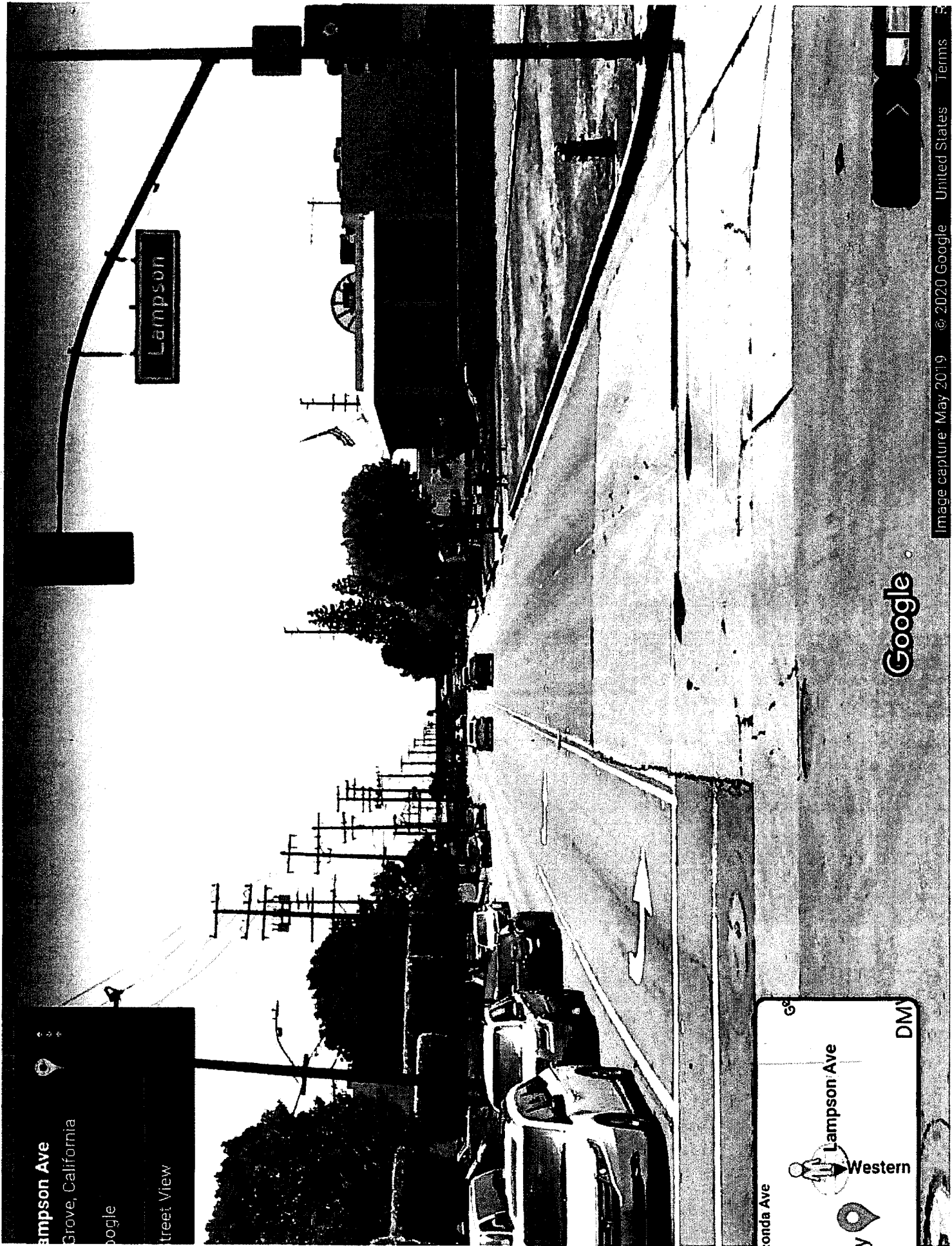
Reserve A Court & Other Rental Information

The MAP has flexible arrangements for all types of players and organizations to *Reserve* court time or play in the *Open Gym* format. We are open daily from 7:30 am to 11:00 pm daily but other time arrangements are possible. Reserve your court's to insure your planned event at the MAP or simply show up to play on any non-reserved courts available on *Hourly Open Gym*, *Membership Open Gym*, or *Trainers Open Gym* format. For more detailed information on rentals, please see the "Rental" menu above.

Single court *Reservations* start at \$75 per hour, but rates may vary pending the user's frequency, quantity of courts, and length of reservation.

Whether you need courts for weekend tournaments, league team, club teams, camps, special events or just

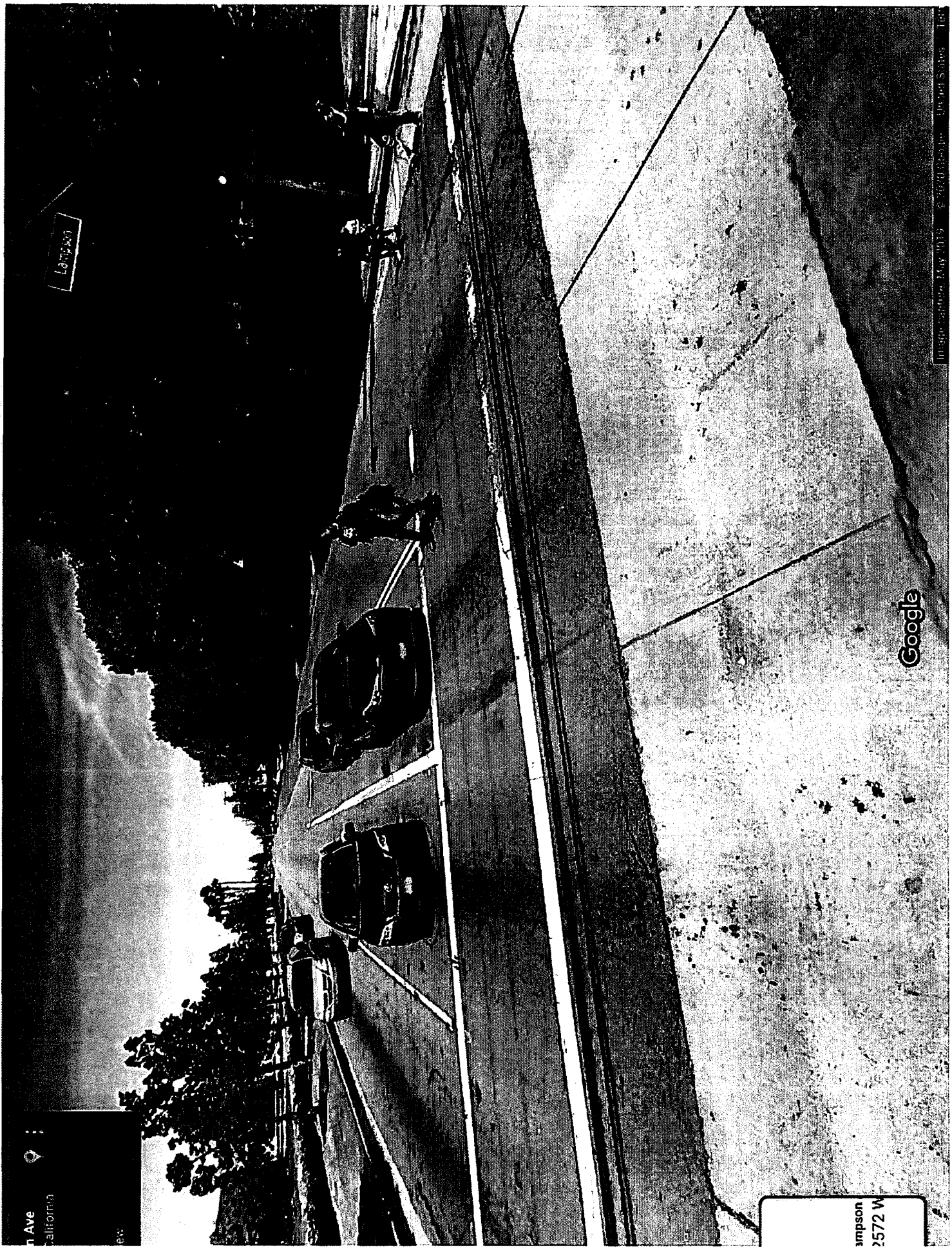




Lampson Ave
Grove, California
Google
Street View

Google Maps interface showing a street view pegman on Lampson Ave. The map includes labels for 'Lampson Ave', 'Western', and 'DMV'. A location pin icon is also visible.

Google



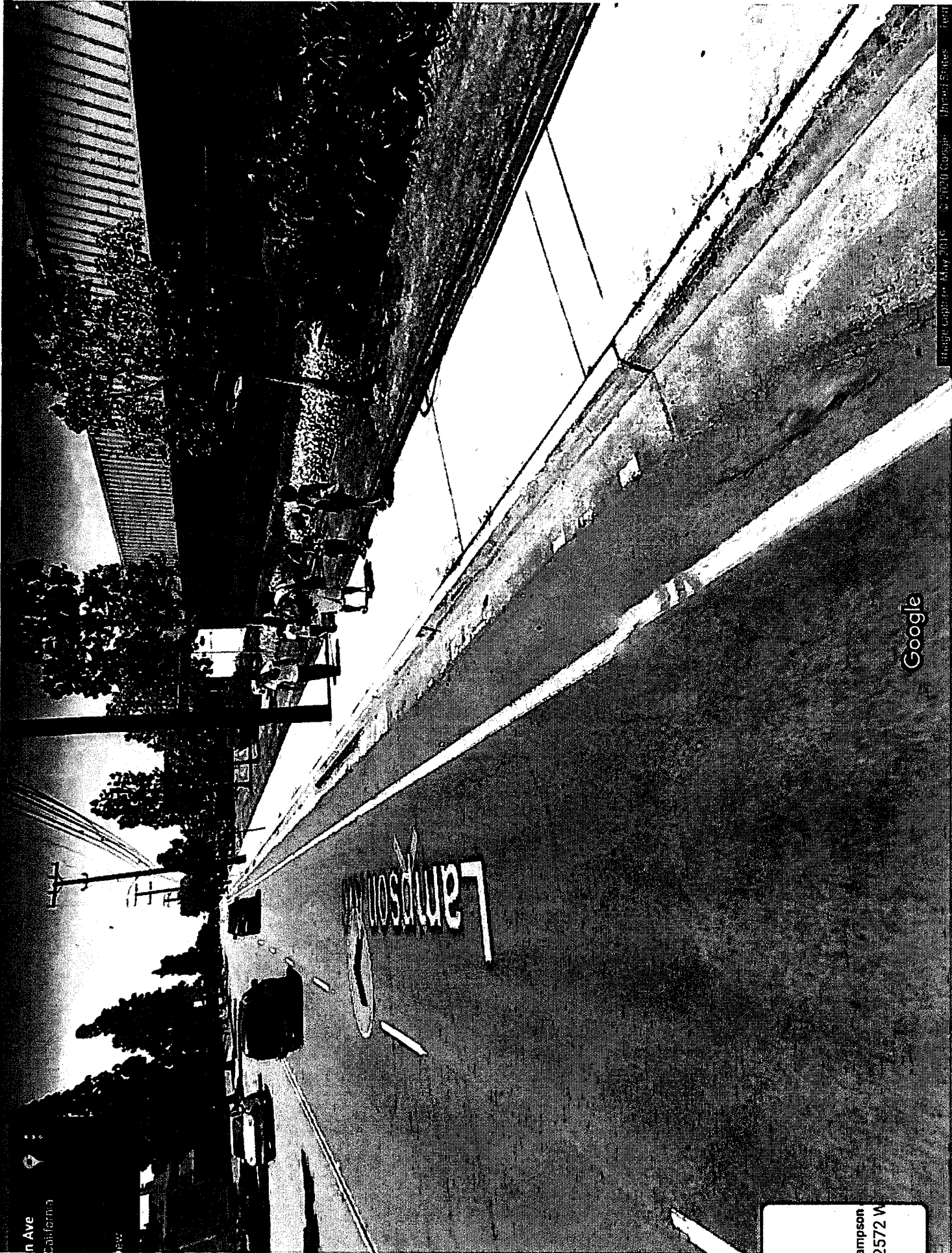
... Ave
California

Lampson

Lampson
2572 W

Google

Image captured May 2015 © 2015 Google Inc. United States 1/8



n Ave
California

ampson
2572 W

Google

Image Maps © May 2016 37.720 Google Street View



Zimbra

chrisc@ci.garden-grove.ca.us

The Map Sports Facility - CASE NO: Conditional Use Permit No. CUP-339-11 (REV. 2020)

From : Terry Teeple <teeple@pacific-teal.com> Wed, Jun 17, 2020 03:12 PM
Subject : The Map Sports Facility - CASE NO: Conditional Use Permit No. CUP-339-11 (REV. 2020) 1 attachment
To : leem@ci.garden-grove.ca.us, 'Chris Chung (chrisc@ggcity.org)' <chrisc@ggcity.org>
Cc : martymap11 <martymap11@gmail.com>, Kay Hsu, TE (kay@k2traffic.com) <kay@k2traffic.com>

Dear Planning Commissioners and City Staff.

I hope this finds you well under these challenging circumstances. On behalf of my Client, The Map Sports Facility (Map), I wish to express my gratitude to the Planning Commission for honoring our request to continue Agenda Item No. C.1. from your April 16, 2020 meeting to your meeting now scheduled for June 18, 2020. Today we were made aware of a second comment letter received by Staff from Container Supply Company (Container Supply), dated June 16, 2020. This second comment letter reiterates several of the same issues Container Supply raised in their original comment letter dated April 6, 2020 to which I responded to in detail via my email dated May 22, 2020 ... I would encourage the Planning Commissioners to reread my May 22, 2020 email which is included in your Staff Report.. That said and on behalf of the Map, it is important that I make a further response to clarify a few additional issues raised in Container Supply's second comment letter.

First, the photos included in Container Supply's second comment letter were taken of Map patrons ON WEEKENDS, during permitted hours of operation.

Container Supply is correct in asserting that they observed a few "players" leaving the Map facility this past Monday, June 15th, at approximately 1:40pm. Like so many businesses affected by the COVID-19 Pandemic, the Map has been working to implement and perfect the protocols mandated by Governor Newsom's Phase 3 "opening" which went into effect last Friday, June 12th.

The Map is considered a "fitness center" by definition in the Phase 3 opening. The protocols include maintaining 6' social distancing, having employees and patrons temperatures taken upon entrance to the facility, the practicing of good hygiene (washing hands often), requiring masks / face coverings to be worn upon entrance to the Map, that all individuals must complete a COVID-19 Liability Release Waiver, and finally that practice groups could consist of no more than ten (10) participants. Container Supply's second comment letter included a photo of the Map's website that reads in part ... "WE'RE OPEN! RESERVATIONS ONLY. The Map Sports Facility will reopen Monday June 15th to reservations only." This and other text was displayed in a box with a burgundy-red background. The Map hearing that the

opening of Phase 3 was finally announced last Friday, they rushed to updated their website this past Sunday. Again and like so many businesses that have had to curtail operations during the Pandemic, the Map was eager to test the mandated protocols via soft openings. Admittedly these "soft openings" have been done this week, during weekdays, currently not permitted in the Map's CUP. Most assuredly these soft openings have NOT adversely affected the health, peace, comfort or welfare of persons residing or working in the surrounding areas. Further, these soft openings of groups of 10 or less patrons to test the COVID -19 protocols have NOT created any traffic issues.

In the haste of the Map to update their website this past weekend, they failed to revise the small text at the bottom of their website. Further, the website photo submitted with Container Supply's second comment letter mistakenly states "We are open daily from 7:30am to 11:00pm" The Map has taken down this website information relating to daily hours of operations as it is and has been regrettably incorrect.

Planning Staff confirmed for me today that the Container Supply Company representative was NOT aware of the comprehensive, Parking Management Plan (PMP), that is included as Condition of Approval No. 41. The PMP as stated in my May 22, 2020 email to you is a self-imposed mitigation by the Map intended to resolve the rare occasions that impact the Container Supply operations, particularly on Fridays or Mondays of a 3-day event at the Map.

The PMP will require additional Map personnel to eliminate on-street queuing of vehicles arriving at the Map by providing on-site lanes designated to accommodate 20 vehicles. Additionally, the Map personnel will be responsible for prohibiting Map patrons from parking vehicles at the Container Supply Company's facility. We believe the PMP will prove to be a very important mitigation measure.

It is important to add that The Map Sports Facility has NEVER been notified by either the City's Code Enforcement Department or Container Supply directly regarding the two (2) major issues alleged. It was not until City Staff shared Container Supply's April 6, 2020 public comment letter that the Map was made aware of same and hence the Parking Management Plan. It is also well to note that the Map provides a very important and much needed sports facility to both youth and adults alike. The Map's facility has proven to be even more important since the Next Level Sports Complex went out of business October 20, 2018.

Respectfully submitted.

Terry Teeple
Authorized Representative for The Map Sports Facility
Pacific-Teal Development
22691 Lambert Street, Suite 519
Lake Forest, California 92630
PH 949.586.2066
teeple@pacific-teal.com

The MAP Sports Facility (CONDITIONAL USE PERMIT NO. CUP-339-11 (REV. 2020))

From : Marty Walker <martymap11@gmail.com>

Tue, Jun 23, 2020 05:23 PM

Subject : The MAP Sports Facility (CONDITIONAL USE PERMIT NO. CUP-339-11 (REV. 2020))

To : Chris Chung <chrisc@ggcity.org>, leem@ggcity.org

Cc : Terry Teeple <teeple@pacific-teal.com>, dchoye@cscmfg.com

Dear Mr. Chung and Mr. Marino,

Please be kind enough to forward this email to ALL members of the Garden Grove Planning Commission and the City's Community and Economic Development Director.

The results of last Thursday's Planning Commission public hearing regarding our application were both disappointing and revealing ... Disappointing in the sense that our application was not approved, and revealing that The MAP Sports Facility (MAP), must do a better job going forward. My partners and I appreciate the Planning Commission's 90-day continuance of our application until September 17, 2020, affording us the opportunity to do what is necessary to 1.) restore the City's trust in the operations of The MAP, 2.) to work with our neighbors to minimize any impacts on them resulting from our business operations, and 3.) most importantly to insure the safety of patrons of The MAP, and employees and suppliers of our neighboring businesses.

In an effort to restore the City's trust in The MAP and ultimately gain approval of our CUP No. 339-11 (REV. 2020), we have taken or suggest the following action steps:

- A. Rescheduled the few remaining practice sessions that we had planned for "soft openings" to hours of operation currently approved by our CUP No. 339-11 (REV. 2014). Mr. Teeple, our authorized representative accurately reported at the planning commission meeting that having received Governor Newsom's announcement of Phase 3 activity openings on Friday, June 12th, we rushed to update our website and schedule a few practice sessions. Our intentions were to perfect the protocols mandated by the State of California and local agencies for the opening of "fitness centers" the category in which The MAP is included. In advance of that I personally began working with Mr. Chris Chung on May 22nd to obtain the City of Garden Grove's criteria for reopening our business so very heavily impacted by the COVID-19 Coronavirus Pandemic. Mr. Chung suggested on May 27th that I contact Pete Roque, Code Enforcement Supervisor with the City's Code Enforcement Division. In subsequent correspondence with the City's Code Enforcement staff, I received valuable information regarding reopening protocols. The MAP obtained the necessary thermometer to check temperatures of all

employees and patrons entering our facility WITH MASKS, and trained our staff to strictly enforce physical distancing and to practice appropriate hygiene. Retrospectively, it would have also been appropriate to contact Mr. Chung and Mr. Marino and the Community and Economic Development Director to obtain temporary approval to conduct the soft opening practice sessions during weekday hours currently not approved by our CUP No. 339-11 (REV. 2014).

- B. Removed from The MAP's website and all other collateral materials (including from the window signage at our main facility entrance), reference to any hours of operation not currently permitted under The MAP's CUP No. 339-11 (REV. 2014).
- C. Our employees have also been reminded that when telephone calls are received to only offer practice, training and event times during currently approved hours of operation.
- D. The MAP is committed to demonstrating compliance with the currently approved CUP hours of operation and all other Conditions of Approval.
- E. The proposed Parking Management Plan (PMP) as presented to the City Staff and Planning Commissioners was developed to improve off site vehicle queuing and pedestrian safety issues on the weekends. Mr. Teeple and I are working with the Planning Division to immediately implement the PMP during the 90-day continuance period and in advance of the CUP amendment we seek. We feel very strongly that the PMP will mitigate the major concerns raised by Container Supply Company (via Mr. Choye). We realize even temporary implementation of the PMP is dependent upon The MAP's ability to be open for peak demand events on Friday evenings and weekends, and only with the appropriate State and local COVID-19 guidelines in place.
- F. Mr. Teeple and I will be reaching out to Mr. David Choye at the Container Supply Company (CSC). Our intent is to work with CSC to reach a solution that best serves both of our business interests.
- G. Mr. Teeple will be working with the Planning Division to establish the date, time and location of the neighborhood, community outreach meeting requested by the Planning Commission motion to continue The MAP's public hearing to September 17, 2020.
- H. Lastly, I will personally be requesting to meet individually with each of the Planning Commissioners to better understand their concerns and to better educate them about The MAP's business operations.

Again, I wish to thank you for the opportunity for The MAP to offer the best and safest possible activities to both youth and adults alike, all within the confines of our Conditional Use Permit.

Respectfully,

Marty Walker

Managing Partner

The MAP Sports Facility

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Marty Walker

Managing Partner

The MAP Sports Facility

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RESOLUTION NO. 5982-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING CONDITIONAL USE PERMIT NO. CUP-339-11 (REV. 2020), FOR A PROPERTY LOCATED ON THE SOUTHEAST CORNER OF WESTERN AVENUE AND LAMPSON AVENUE, AT 12552 WESTERN AVENUE, ASSESSOR'S PARCEL NO. 215-032-01.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on June 18, 2020, and August 20, 2020, approved Conditional Use Permit No. CUP-339-11 (REV. 2020) for the property located on the southeast corner of Western Avenue and Lampson Avenue, at 12552 Western Avenue, Assessor's Parcel No. 215-032-01.

BE IT FURTHER RESOLVED in the matter of Conditional Use Permit No. CUP-339-11 (REV. 2020), the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by the MAP Sports Facility, with the authorization of the property owner, SDL Warner LLC.
2. A request to modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, located at 12552 Western Avenue (Assessor's Parcel No. 215-032-01), to expand the hours of operation allowing daytime weekday business hours and activities, and to expand the existing parking lot to provide additional parking spaces.
3. The applicant has requested certain modifications to the approved plans and Conditions of Approval applicable to Conditional Use Permit No. CUP-339-11 (REV. 2014) to expand the hours of operation allowing daytime weekday business hours and activities, and to expand the existing parking lot to provide additional parking spaces.
4. The City of Garden Grove has determined that this project is not subject to the California Environmental Quality Act ("CEQA"; Cal. Pub. Resources Code Section 21000 et seq.) pursuant to Section 15301 (Existing Facilities) of the State CEQA Guidelines (Cal. Code of Regs., Title 14, Section 15000 et seq.).
5. The property at 12552 Western Avenue has a General Plan Designation of Industrial/Residential Mixed Use 1 and is within the M-P (Industrial Park) zone. The property is currently divided into two areas, which are divided by a chain link fence. The approximately four (4) acre MAP Sports Facility ("MAP") site at the northwest corner of the property is improved with an existing 80,000 square foot warehouse building (12552 Western Avenue) that is utilized by MAP and currently in operation as an indoor sports facility. The remaining portion of the site, which wraps around the easterly and southerly part of the property, is improved with a parking lot area and a 20,001 square foot one-story industrial

warehouse building, fronting Western Avenue, which is currently in operation as an apparel distribution warehouse.

6. Existing land use, zoning, and General Plan Land Use designation of the areas included in this Conditional Use Permit and in their vicinity have been reviewed.
7. Report submitted by City staff was reviewed.
8. Pursuant to a legal notice, a public hearing was held on June 18, 2020, and August 20, 2020, 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 meetings of June 18, 2020, and August 20, 2020; 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 applicant is requesting approval to modify the approved plans and Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), for an existing indoor sports facility, MAP Sports Facility, located at 12552 Western Avenue (Assessor's Parcel No. 215-032-01), to expand the hours of operation allowing daytime weekday business hours and activities and to expand the existing parking lot to provide additional parking spaces.

The subject site is an existing approximately six (6) acre site located on the southeast corner of the intersection of Western Avenue and Lampson Avenue. The subject site abuts industrial type uses in all directions. The zoning of the subject site is M-P (Industrial Park) and the Land Use Designation is Industrial/Residential Mixed Use 1. The property is currently divided into two areas, which are divided by a chain link fence. The approximately four (4) acre MAP Sports Facility ("MAP") site at the northwest corner of the property is improved with an existing 80,000 square foot warehouse building (12552 Western Avenue) that is utilized by MAP and currently in operation as an indoor sports facility. The remaining portion of the site, which wraps around the easterly and southerly part of the property, is improved with a parking lot area and a 20,001 square foot one-story industrial warehouse building, fronting Western Avenue, which is currently in operation as an apparel distribution warehouse.

In 2011, the City of Garden Grove approved Amendment No. A-162-11 and Conditional Use Permit No. CUP-339-11 to allow a Code Amendment to Title 9 of the City of Garden Grove Municipal Code to allow "indoor sports facility" uses in the M-P (Industrial Park) zone subject to a Conditional Use Permit, and approved a Conditional Use Permit for the MAP Sports Facility (MAP) at 12552 Western Avenue (for operation within the 80,000 square foot warehouse building). According to business license records, the MAP Sports Facility has been in operation since 2012.

In 2014, the City of Garden Grove approved Conditional Use Permit No. CUP-339-11 (REV. 2014) to allow modifications to the approved plans and the Conditions of Approval under Conditional Use Permit No. CUP-339-11, to update the business operational conditions relating to, but not limited to, parking space requirements, building code compliance, and maximum building occupancy. The City concurrently approved Amendment No. A-009-2014, amending Title 9 of the Garden Grove Municipal Code, Section 9.16.020.030, to permit "Parking Facilities (For Fee)" in the M-P (Industrial Park) zone, subject to a Conditional Use Permit. Amendment No. A-009-2014 was processed by the City of Garden Grove in coordination with the proposed modifications to the Conditions of Approval for MAP (under Conditional Use Permit No. CUP-339-11 (REV. 2014)), which implicitly authorized MAP to charge its patrons for parking. Notably, the approval of CUP-339-11 (REV. 2014) accomplished the following items including, but not limited to: (i) completion of various building improvements to increase the maximum occupancy (the maximum number of persons allowed in the building) per the California Building Standards Code from 294 occupants to a new maximum of 516 occupants; (ii) in order to accommodate the increase in maximum occupancy for the building, re-striping of the existing parking lot to increase the number of parking spaces available on-site from 170 parking spaces to 191 parking spaces (increase of 21 parking spaces); (iii) to further support the accommodation of the increased maximum occupancy for the building, establishing and implementing a carpool incentive program, the "Green MAP Plan", which allows up to forty-five (45) vehicles carpooling with four (4) or more occupants per vehicle to park on-site for free; and (iv) interior tenant improvements to add a snack and merchandise shop within the indoor sports facility.

The MAP Sports Facility ("MAP") is an indoor sports facility where the primary sports played are basketball and volleyball. The applicant is requesting to modify the Conditions of Approval, under Conditional Use Permit No. CUP-339-11 (REV. 2014), to expand the hours of operation allowing daytime weekday business hours and activities. The proposed hours of operation will be from 8:00 a.m. to 11:00 p.m., seven (7) days a week, and Condition No. 8 would be modified to reflect this change. Proposed weekday daytime activities will include youth summer camps, senior pickleball league, and typical school-aged team scrimmages, organized instruction, and practices. The applicant submitted a parking demand study produced and conducted by K2 Traffic Engineering, Inc. ("K2"), a professional firm with California licensed traffic engineers who provide traffic engineering and civil engineering design and consulting services. The K2 parking demand study was prepared in order to address projected parking demand and any potential impacts from the new weekday daytime hours of operation and activities.

MAP intends to host youth summer camps of basketball and volleyball sports with up to a maximum of 300 participants between 6 and 18 years of age. Additionally, the MAP plans to introduce adult pickleball league play to take place during off-peak weekday daytime hours between the hours of 9:00 a.m. to 4:00 p.m. The MAP proposes to expand its free carpool incentive program by adding 20 carpool spaces for a new total of 65 carpool spaces, as part of the "Green MAP Plan". The applicant is also proposing to introduce and utilize an overflow parking area, which is

currently an existing parking lot area on the eastern portion of the property separated by a fence and sliding gates. During any peak times and events, as necessary, the MAP will provide open access and use of this overflow lot, which provides an additional 78 parking spaces. The new proposed total of 269 parking spaces would represent a surplus of 113 parking spaces.

On June 18, 2020, the Planning Commission considered Conditional Use Permit No. CUP-339-11 (REV. 2020). In response to issues raised in public comments received by the City of Garden Grove prior to the June 18, 2020 Planning Commission meeting, the applicant prepared a Parking Management Plan ("PMP") to establish and implement mitigation measures to minimize potential on- and off-site impacts to surrounding properties. The PMP will be implemented during any high/peak demand periods, as necessary, and to ensure the operation does not cause a nuisance, hindrance, and/or problem with either on-site and/or off-site parking and/or circulation.

It was noted to the Planning Commission, that the Community and Economic Development Department, including the Traffic Engineering Division, have reviewed the Parking Management Plan submitted by the applicant and are supportive of the mitigation plan. Conditions of Approval have been incorporated into the Conditional Use Permit requiring implementation of the PMP. Out of abundance of caution, it should be noted, Condition No. 12 will continue to require that additional/new mitigation, as necessary, will be required, as part of a new or modified Parking Management Plan, subject to review and approval by the City, should any new issues arise in the future. All existing conditions of approval, as approved under CUP-339-11 (REV. 2014), along with any modified or new conditions of approval, as approved under CUP-339-11 (REV. 2020), will apply.

After careful consideration, the Planning Commission continued the item to the August 20, 2020 Planning Commission meeting, with the public hearing left open, to allow the applicant time to conduct a neighborhood meeting to garner feedback from nearby property owners and tenants. One letter of concern was submitted by Royden Fujimori of CC&R, and two (2) letters of concern were submitted by Spencer Hurtt of Container Supply Company ("CSC"). Two (2) letters in response to the public comments received were submitted by the applicant.

On August 5, 2020, the applicant held a neighborhood meeting at the MAP Sports Facility ("MAP"). Public notices were duly mailed prior to the neighborhood meeting to all property owners and tenants within a 300 radius of the subject property. The neighborhood meeting was held by the applicant to present the project details, to garner feedback from the attendees, and to answer any questions about the proposed project. One (1) person from the public (a representative of the Container Supply Company) was in attendance for the meeting. Questions and concerns raised by the attendee included, but were not limited to: potential liability exposure from MAP patrons crossing the Western Avenue street to, from, and/or near the Container Supply Company site; and vehicular stacking issues on Western Avenue after the project is approved.

FINDINGS AND REASONS:

Conditional Use Permit:

1. That the proposed use will be consistent with the City's adopted General Plan and redevelopment plan.

The proposed modifications to the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014), will be consistent with the General Plan Land Use Designation of the property, which is Industrial/Residential Mixed Use 1, provided that the project complies with all conditions of approval, including effective implementation of the Parking Management Plan ("PMP") approved under CUP-339-11 (REV. 2020).

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.

The proposed modifications to the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014), will not adversely affect the health, peace, comfort, or welfare of the persons residing or working in the surrounding area. The applicant's proposal includes an expansion of its carpool incentive program by increasing the number of carpool parking spaces from 45 to 65, to further promote carpooling and reduce parking demand. In addition, the applicant is also proposing to introduce and utilize an overflow parking area, which is currently an existing parking lot area on the eastern portion of the property separated by a fence and sliding gates. During any peak times and events, as necessary, the MAP will provide open access and use of this overflow lot, which provides an additional 78 parking spaces. Upon project completion, the MAP Sports Facility will provide 269 parking spaces, which is comprised of seven (7) ADA handicap accessible spaces, 184 standard spaces, and 78 overflow spaces. Under the original approval of Conditional Use Permit No. CUP-339-11, it was determined that a minimum of 156 parking spaces were required for the MAP – a parking rate of 2.43 parking spaces per 1,000 square feet. The new proposed total of 269 parking spaces would represent a surplus of 113 parking spaces. The additional overflow parking lot, along with the expanded carpool incentive program, will mitigate any potential on- and off-site parking issues. The conditions of approval, including effective implementation of the Parking Management Plan ("PMP") approved under CUP-339-11 (REV. 2020), will minimize potential impacts to the adjoining area. Provided the conditions of approval for the project are adhered to for the life of the project, the use will be harmonious with persons who work and live in the area.

3. The proposed use will not interfere with the use, enjoyment, or valuation of the property of other persons located in the vicinity of the site.

The proposed modifications to the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014), will not unreasonably interfere with the use, enjoyment, or valuation of the property of other persons located within the vicinity of the site, provided that the conditions of approval are adhered to for the life of the project, and provided there is effective implementation of the Parking Management Plan ("PMP") approved under CUP-339-11 (REV. 2020).

The operation of the indoor sports facility will not interfere with the operation of the uses (e.g., industrial) in the surrounding area. The applicant's proposal includes an expansion of its carpool incentive program by increasing the number of carpool parking spaces from 45 to 65, to further promote carpooling and reduce parking demand. In addition, the applicant is also proposing to introduce and utilize an overflow parking area, which is currently an existing parking lot area on the eastern portion of the property separated by a fence and sliding gates. During any peak times and events, as necessary, the MAP will provide open access and use of this overflow lot, which provides an additional 78 parking spaces. Upon project completion, the MAP Sports Facility will provide 269 parking spaces, which is comprised of seven (7) ADA handicap accessible spaces, 184 standard spaces, and 78 overflow spaces. Under the original approval of Conditional Use Permit No. CUP-339-11, it was determined that a minimum of 156 parking spaces were required for the MAP – a parking rate of 2.43 parking spaces per 1,000 square feet. The new proposed total of 269 parking spaces would represent a surplus of 113 parking spaces. The additional overflow parking lot, along with the expanded carpool incentive program, will mitigate any potential on- and off-site parking issues.

The indoor sports facility is on a major street for ease of access and will not encumber smaller streets in the industrial area. In the project vicinity, public parking is conveniently available on Western Avenue and Anaconda Avenue. It is estimated that approximately 135 on-street public parking spaces are available on these nearby streets. On a weekend day, the parking demand study cited observations that as many as 102 cars parked on the street at peak. During the same period, only 41 pedestrians were observed walking to the MAP Sports Facility, indicating that not all cars parked on the nearby public streets were patrons of the MAP. It was determined that there was no apparent correlation between the number of walk-in patrons and the number of vehicles parked on nearby public streets. Generally, on-street parking in the surrounding industrial areas is abundantly available, especially on Friday evenings, weekends, and holidays (peak periods for the MAP). The proposed indoor sports facility will operate in a way that does not conflict with the regular permitted business operations in the area and therefore, will not unreasonably interfere with the use, enjoyment, or valuation of property of other persons located within the vicinity of the site. Additionally, the applicant has prepared a Parking Management Plan ("PMP") that establishes and implements mitigation measures to minimize potential on- and off-site impacts to surrounding properties. The

PMP will be implemented during any high/peak demand periods, as necessary, and to ensure the operation does not cause a nuisance, hindrance, and/or problem with either on-site and/or off-site parking and/or circulation.

4. The proposed use will not jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

Provided that the indoor sports facility use continues to adhere to the conditions of approval for the life of the project, and provided there is effective implementation of the Parking Management Plan ("PMP") approved under CUP-339-11 (REV. 2020), the proposed modifications to the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014), will not jeopardize, endanger, or otherwise constitute a menace to public health, safety, or general welfare.

5. That the proposed site is 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 proposed project proposes to modify the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014). There is no proposed additional floor area to the existing building. The applicant's proposal includes an expansion of its carpool incentive program by increasing the number of carpool parking spaces from 45 to 65, to further promote carpooling and reduce parking demand. In addition, the applicant is also proposing to introduce and utilize an overflow parking area, which is currently an existing parking lot area on the eastern portion of the property separated by a fence and sliding gates. During any peak times and events, as necessary, the MAP will provide open access and use of this overflow lot, which provides an additional 78 parking spaces. Upon project completion, the MAP Sports Facility will provide 269 parking spaces, which is comprised of seven (7) ADA handicap accessible spaces, 184 standard spaces, and 78 overflow spaces. Under the original approval of Conditional Use Permit No. CUP-339-11, it was determined that a minimum of 156 parking spaces were required for the MAP – a parking rate of 2.43 parking spaces per 1,000 square feet. The new proposed total of 269 parking spaces would represent a surplus of 113 parking spaces. The additional overflow parking lot, along with the expanded carpool incentive program, will mitigate any potential on- and off-site parking issues. The existing site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features, in order to continue integration of the existing indoor sports facility use with the uses in the surrounding area. Additionally, the applicant has prepared a Parking Management Plan ("PMP") that establishes and implements mitigation measures to minimize potential on- and off-site impacts to surrounding properties. The PMP will be implemented during any high/peak demand periods, as necessary,

and to ensure the operation does not cause a nuisance, hindrance, and/or problem with either on-site and/or off-site parking and/or circulation.

6. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic to be generated, and by other public or private service facilities as required.

The proposed project only proposes to modify the approved plans and the Conditions of Approval for the existing indoor sports facility, MAP Sports Facility, approved under Conditional Use Permit No. CUP-339-11 (REV. 2014). The existing site is adequately served by highways and streets.

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 possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.
2. In order to fulfill the purpose and intent of the Municipal Code and thereby promote the health, safety, and general welfare, the attached Revised Conditions of Approval (Exhibit "A") shall apply to Conditional Use Permit No. CUP-339-11 (REV. 2020). All existing conditions of approval, as approved under CUP-339-11 (REV. 2014), along with any modified or new conditions of approval, as approved under CUP-339-11 (REV. 2020) will apply.

EXHIBIT "A"Conditional Use Permit No. CUP-339-11 ~~(REV. 2014)~~(REV. 2020)

12552 Western Avenue

REVISED CONDITIONS OF APPROVAL(New text in underline and deleted text in ~~strikethrough~~):**General Conditions**

1. The applicant and each owner of the property shall execute, and the applicant shall record against the subject property a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office. Proof of such recordation is required within 30 days of this approval. 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: the project applicant, The Map Sports Facility, 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 of the Conditions of Approval require approval by the Planning Commission~~The applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit Approval," as prepared by the City Attorney's Office, on the property. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership. Any changes of the conditions of approval require approval by the Planning Commission.~~
2. Approval of this Conditional Use Permit shall not be construed to mean any waiver of applicable and appropriate zoning and other regulations. Unless otherwise expressly specified, all other requirements of the Garden Grove Municipal Code shall apply. The applicant shall obtain, and abide by any necessary permits of licenses required to conduct the use, in compliance with all applicable laws. ~~The approval of CUP-339-11 (REV. 2014) shall be contingent upon City Council approval of Amendment No. A-009-2014.~~
3. Minor modifications to the ~~floor~~approved plans or these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the floor plan or to these Conditions of Approval 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.

Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020)
Conditions of Approval

4. The approved site plan, floor plan and the use of the subject property as represented by the Applicant are integral parts of the decision approving this Conditional Use Permit. If major modifications are made to the approved floor plan, site plan, or other related changes that result in the intensification of the project/approved use or create impacts that have not been previously addressed, the proper entitlements shall be obtained reflecting such changes.
5. All conditions of approval shall be implemented at the applicant's expense, except where specified in the individual condition.

4.

Public Works – Environmental Services Division

6. For any demolition work performed on the site, the processing of all material shall be performed in accordance with local rules and regulations. Garden Grove Disposal shall provide waste containers for demolition materials in accordance with their exclusive franchise agreement with the City of Garden Grove.
- 5.7. Applicant shall reserve an area for a Municipal Solid Waste (MSW) container, recycling container, and organics recycling container (3 cubic feet and 3 separate containers total).

Building Services and Safety Division

- 6.8. To operate the proposed "indoor sports facility" on the site, the building improvements including occupancy load shall comply with the California Building Standards Code for the new use including but not limited to: disabled access, minimum plumbing fixtures, and an exit system. All other improvements necessary for improving the site and interior shall also comply with all provisions of the California Building Code.

Community and Economic Development Department

- 7.9. There shall be no additional changes in the design of the floor plan without the approval of the Community and Economic Development Department, Planning Division. Any additional changes in the approved floor plan, which has the effect of expanding or intensifying or changing the present use, shall require the applicant/business owner to obtain the proper entitlements.
- 8.10. At the sports facility site, all practicing and playing of sports shall occur within the building. Hours of operation shall be ~~5:00 p.m.~~8:00 a.m. to ~~10:00~~

Conditional Use Permit No. CUP-339-11 ~~(REV. 2014)~~(REV. 2020)
Conditions of Approval

~~p.m. 11:00 p.m., Monday through Friday and 8:00 a.m. to 10:00 p.m. Saturday and Sunday~~ seven (7) days a week. All games shall be scheduled with a thirty-minute interval between them to allow time for one set of team members to leave the facility before the next teams arrive and therefore, not double the parking demand.

9. There shall be no tournaments, competitions, or other special events that draw spectators. To add tournaments and other such events to the approved business operation, the business owners shall provide a revised parking study and an operational plan to address the increased demand for parking, security, and/or issues or impacts created by such events. For regularly occurring tournaments or events the applicant shall submit for approval by the Community and Economic Development Department a request to allow for such and be applied on an event by event basis. The applicant can apply for a Special Event permit for a tournament/event that is a one-time addition. In both cases the submittal and approval of a revised parking study and operational plan by the Community and Economic Development Department is required. To engage in a tournament/event, the business owner shall submit plans for review and approval by the Community and Economic Development Department a minimum of 30 days prior to the tournament/event.

11.

- ~~10. A new main entrance to the indoor sports facility shall be constructed on the Western Avenue elevation of the building to provide clear direction and to provide a path for wheelchair access between the sidewalk and the facility. The new entrance shall be included in the building permit for the tenant improvements to construct the indoor courts.~~

- ~~11.~~ 12. The applicant/property owner shall maintain a minimum of ~~191~~ 269 parking spaces on the site (184 standard parking spaces, 7 ADA accessible parking spaces, and 78 overflow parking spaces), per the submitted site plan for CUP-339-11 ~~(REV. 2014)~~(REV. 2020), that are available to participants at the indoor sports facility. In addition, the applicant shall implement a carpool incentive plan, (the "Green Map Plan") which will allow at least ~~forty five~~ sixty-five (65) vehicles carpooling with four (4) or more occupants per vehicle to park on-site for free. The carpool incentive plan is meant to encourage patrons to carpool to the indoor sports facility. The carpool incentive plan shall be in effect and implemented at all times. The overflow parking area, {of 78 parking spaces}, shall be made available to patrons of the indoor sports facility, during any peak times and events, as necessary.

Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020)
Conditions of Approval

Due to the nature of the operation of an indoor sports facility with variables in user demand there is the possibility that parking issues may arise. In the event, the site cannot accommodate the parking demand at any given time which causes a nuisance, hindrance, and/or problem with ~~both~~either on-site ~~and~~and/or off-site parking and/or circulation, the business owner/property owner shall devise and implement a plan to relieve the situation. On-site circulation problems refer to parking along designated "red-curb" area, blocking fire lanes, blocking regular drive aisles/double parking and reducing or blocking entrances or exits.

The business owner/property owner shall submit a plan, prepared by a licensed traffic engineer, to manage parking issues for review and approval by the Community and Economic Development Department. The plan may include, but not be limited to: reducing the hours of operation, limiting the number of courts in use at one time, limiting the number of attendees per tournament or other special event, instituting an off-site parking arrangement; having on-site parking control personnel; and/or other actions that may be deemed applicable to the situation.

If the ~~City's~~ Community and Economic Development Director deems such action is necessary to address parking and/or circulation problems, such action shall be implemented within 30 days of written notice. Failure to take appropriate action shall be deemed a violation of these Conditions of Approval and may result in the City restricting the overall use of the facility or revocation of this Conditional Use Permit.

~~12.13.~~ 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 entrance of the establishment, and shall also be visible to the public.

~~13.14.~~ All rear doors shall be kept closed at all times, except to permit employee ingress and egress, and in emergencies.

~~14.15.~~ There shall be no gaming tables or gaming machines, as outlined in City Code Sections 8.20.010 and 8.20.050, on the premises.

~~15.16.~~ There shall be no uses or activities permitted of an adult-oriented nature as outlined in City Code Section 9.08.070.

Conditional Use Permit No. CUP-339-11 ~~(REV. 2014)~~ (REV. 2020)
Conditions of Approval

- ~~16.17.~~ There shall be no customers or patrons in or about the premises when the establishment is closed.
- ~~17.18.~~ In the event security problems occur, and at the request of the Police Department, the applicant/business owner, at his/her own expense, shall provide a California licensed, uniformed security guard(s) on the premises during such hours as requested by the Police Department.
- ~~18.19.~~ ~~New lighting~~ Lighting shall be added to highlight the main entries into the indoor sports facilities and to provide adequate lighting for the all new and existing parking areas. All lighting structures shall be placed and maintained so as to confine direct rays to the subject property. Lighting levels shall be maintained at a minimum of two foot-candles during hours of operation and a minimum of one foot-candle all other hours of darkness.
- ~~19.20.~~ Graffiti shall be removed from the premises, and all parking lots under the control of business owner(s) and/or property owner, within 120 hours upon notification/application. Additionally, the applicant/owner shall remove all USA markings from the public right-of-way upon completion of any construction.
- ~~20.21.~~ Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the licensee. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
- ~~21.22.~~ All trash bins shall be kept inside the trash enclosure(s), and gates closed at all times, except during disposal and pick-up. The applicant shall provide sufficient trash bins and pick-up to accommodate the site. Trash pick-up shall be at least once per week. ~~The applicant/business owner shall submit a revised site plan showing the location of a trash enclosure for approval by the Community Development Department. The applicant/business owner shall be responsible for the construction of a trash enclosure on the site and coordinating with the Garden Grove Sanitary District and their contractor the specifics such as trash pick up times, number and types of trash receptacles, and locations of the trash enclosures. All trash bins shall be kept inside the trash enclosure, and gates closed at all times, except during disposal and pick-up. Graffiti shall be removed from the premises, and all parking lots under the control of the licensee and/or the property owner, within 120 hours upon notification/application.~~

Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020)
Conditions of Approval

- ~~22-23.~~ 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.
- ~~23-24.~~ 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 and Economic Development Department, Planning Division. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.
- ~~24-25.~~ No satellite dish antennas shall be installed on said premises unless, and until, plans have been submitted to and approved by the Community and Economic Development Department, Planning Division. No advertising material shall be placed thereon.
- ~~25-26.~~ Permits from the City of Garden Grove shall be obtained prior to displaying any temporary advertising (i.e., banners).
- ~~26.~~ The applicant/business owner(s) shall submit a sign plan for review and approval by the Community Development Department showing the locations and design for new signs identifying the sports facility and any other directional signs to make the circulation, parking, and loading on the site clear. The applicant/business owner(s) are responsible for obtaining a sign permit and installing the signs prior to beginning operation of the indoor sports facility. Any modifications to existing signs or the installation of new signs shall require approval by the Community Development Department, Planning Services Division prior to issuance of a building permit.
27. Signs shall comply with the City of Garden Grove sign requirements. No more than 15% of the total window area and clear doors shall bear advertising or signs of any sort. Signing for the development shall be consistent with that applicable sign development standards for the developments in the M-P (Industrial Park) zone as stated in the City of Garden Grove Municipal Code.
28. A copy of the Resolution and the Conditions of Approval for Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020) shall be kept on the premises at all times.
29. The applicant and business owner shall submit a signed letter acknowledging receipt of the resolution approving Conditional Use Permit No. CUP-339-11

Conditional Use Permit No. CUP-339-11 ~~(REV. 2014)~~(REV. 2020)
Conditions of Approval

~~(REV. 2014)~~(REV. 2020), and his/her agreement with all conditions of the approval.

30. This Conditional Use Permit may be called for review by City Staff, the City Council, or the Planning Commission for any reason, including if noise or other 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.~~The City at its discretion may review Conditional Use Permit No. CUP 339 11 (REV. 2014) every year order to determine if the business is operating in compliance with the conditions of approval and if further administrative review is required.~~
31. All existing conditions of approval, as approved under CUP-339-11 (REV. 2014), along with any modified or new conditions of approval, as approved under CUP-339-11 (REV. 2020) will apply. ~~Any Conditional Use Permit previously governing this tenant space shall become null and void, and superseded in its entirety, by approval of CUP 339 11 (REV. 2014).~~
32. 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 ~~Amendment No. A 162 11, Conditional Use Permit No. CUP 339 11, and Conditional Use Permit No. CUP-339-11 (REV. 2014)~~(REV. 2020). 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.
33. ~~Provided the provisions set for in Condition No. 11 and all applicable Building and Fire Code provisions are complied with, t~~The maximum allowable occupancy for the indoor sports facility use shall be limited to a maximum of 516 occupants. This number shall be clearly posted in a conspicuous place within the establishment at all times. The Community and Economic Development Director may direct the applicant to further limit the maximum permitted occupancy if determined to be necessary to comply with applicable Building or Fire Codes and/or to mitigate demonstrated significant adverse

Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020)
Conditions of Approval

impacts on neighboring uses due to insufficient on-site parking availability or use.

34. The indoor snack bar shall provide only pre-packaged foods (i.e., candy bars, chips, popcorn), fountain drinks, bottled drinks, hot dogs, pizza, nachos, pastries, and any other similar items that do not require cooking. The hours of operation of the snack bar will be from ~~5:00 p.m.-8:00 a.m.~~ to ~~10:00 p.m.-11:00 p.m.~~, Monday through Friday, and ~~8:00 a.m. to 9:00 p.m.~~, Saturday and Sunday seven (7) days a week. The indoor snack bar shall be incidental to the main indoor sports facility use.
35. The indoor merchandise store shall sell only items related to the indoor sports facility use such as: clothing, shoes, training equipment, basketballs, backpacks, and socks. The hours of operation of the merchandise store will be from 8:00 a.m. to ~~9:00 p.m.-11:00 p.m.~~, Saturday and Sunday seven (7) days a week. The indoor merchandise store shall be incidental to the main indoor sports facility use.
36. If not already existing ~~the~~ applicant/operator shall install bike racks on-site to accommodate a minimum of sixteen (16) bicycles. Final location and placement of the new bike racks shall be subject to the review and approval by the Community and Economic Development Department.
37. Any violations or noncompliance with the conditions of approval may result in the issuance of an Administrative Citation up to \$1,000 pursuant to GGMC 1.22.010(a).
38. 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-339-11 (REV. 2020) shall become null and void, and the use shall revert back and be subject to Conditional Use Permit No. CUP-339-11 (REV. 2014), 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.
39. The applicant shall not impose a parking fee to patrons of the indoor sports facility during off-peak periods and during weekday daytime hours between 8:00 a.m. to 5:00 p.m.
40. Permitted activities of the indoor sports facility operation shall be limited to the following:

Conditional Use Permit No. CUP-339-11 (~~REV. 2014~~)(REV. 2020)
Conditions of Approval

- a. During off-peak/daytime weekday hours of operation, Monday through Friday between 8:00 a.m. to 5:00 p.m., permitted activities include: youth summer camps (not to exceed 300 participants at any one time) relating to volleyball and basketball sports; senior pickleball league play (not to exceed 8 courts and 32 participants, at any one time); and typical organized instruction, practices, and league play relating to volleyball and basketball sports.
 - b. During off-peak/nighttime weekday hours of operation, Monday through Thursday between 5:00 p.m. to 11:00 p.m., permitted activities include: senior pickleball league play (not to exceed 8 courts and 32 participants, at any one time); and typical organized instruction, practices, and league play relating to volleyball and basketball sports.
 - c. During peak weekend hours of operation, Friday evenings between 5:00 p.m. to 11:00 p.m., and Saturday, and Sunday, between 8:00 a.m. to 11:00 p.m., permitted activities include typical organized instruction, practices, and league play relating to volleyball and basketball sports.
41. The Parking Management Plan ("PMP") approved under Conditional Use Permit No. CUP-339-11 (REV. 2020) shall be implemented during any high/peak demand periods, as necessary, and to ensure the indoor sports facility operation does not cause a nuisance, hindrance, and/or problem with either on-site and/or off-site parking and/or circulation. The PMP shall implement the following mitigation measures:
- a. Implement an on-site two-lane vehicular queuing area, with parking attendant(s) directing drivers, for capacity of at least twenty (20) vehicles, to eliminate on-street vehicular queuing/stacking on Western Avenue;
 - b. Locate the portable parking fee collection kiosk in the center of the property, to allow adequate vehicular queuing space (for twenty (20) vehicles) to eliminate on-street vehicular queuing/stacking on Western Avenue;
 - c. Implement a designated drop-off zone with queuing capacity of at least six (6) vehicles;
 - d. Utilization of parking attendant(s) and adequate signage, as necessary, at nearby sites to prevent patrons, of the MAP Sports Facility, from unauthorized parking on off-site private lots; and

- 36.e. Control vehicular access entering and exiting the site to ensure effective on-site vehicular circulation (i.e., preventing vehicular ingress from Lampson Avenue or from the northerly driveway approach off Western Avenue).

----- Forwarded Message -----

From: "Scott McGuire" <smcguire45@outlook.com>

To: "info" <info@ggcity.org>

Sent: Friday, August 7, 2020 11:40:55 AM

Subject: Taps Sports Permit # cup-339-11

Regarding renewal for Maps sports faculty I believe that we need to allow Kids and adults the

opportunity to get out of their homes and get some exercise.

I vote to renew the License

Sent from Mail<<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NOS.: C.2.	SITE LOCATION: Intersection of Loreleen Street and Catherine Avenue, west of Gilbert Street, at 9271 Catherine Avenue & 12261 Loreleen Street
HEARING DATE: August 20, 2020	GENERAL PLAN: Low Density Residential
CASE NO.: Lot Line Adjustment No. LLA-025-2020	ZONE: R-1-9 (Single-Family Residential)
APPLICANT: Alice Rangel, Juan Rangel, Thanh Nghia Nguyen, and Thanh Tuyen Nguyen	CEQA DETERMINATION: Exempt Section 15305 – Minor Alterations in Land Use Limitations
PROPERTY OWNERS: Alice Rangel, Juan Rangel, Thanh Nghia Nguyen, and Thanh Tuyen Nguyen	APNs: 133-171-19, 133-171-20

REQUEST:

A request for Lot Line Adjustment approval to eliminate two small parcels (Parcel "A" & Parcel "B"), for the purpose of reconfiguring the property line boundary between two developed, single-family residential properties, located at 9271 Catherine Avenue (Parcel 1) and 12261 Loreleen Street (Parcel 2). No additional parcels will be created, and no additional development is proposed. "Parcel 1" will have an area of 17,461 gross square feet, and "Parcel 2" will have an area of 29,976 gross square feet.

BACKGROUND:

The application involves two (2) primary properties, Parcel 1 and Parcel 2, as shown on the submitted Lot Line Adjustment plans. The two adjacent parcels are found in the intersection of Catherine Avenue and Loreleen Street. Parcel 1 fronts onto Catherine Avenue, at 9271 Catherine Avenue (APN: 133-171-20). Parcel 2 fronts onto Loreleen Street at 12261 Loreleen Street (APN: 133-171-19). Between Parcels 1 and 2 are two smaller parcels, identified as Parcel A (APN: 133-171-20) and Parcel B (APN: 133-171-19).

Both Parcel 1 and Parcel 2 are zoned R-1 (Single-Family Residential), and have General Plan Land Use Designations of Low Density Residential. Surrounding the subject properties are also R-1 (Single-Family Residential) zoned properties.

Both Parcel 1 and Parcel 2 were developed as single-family residential dwellings, prior to the incorporation of the City. Parcel A is owned by the property owners of Parcel 1, but is developed as a part of the driveway for Parcel 2. Parcel B is owned by the property owners of Parcel 2, but is partially developed as a part of the rear yard for Parcel 1. A wooden fence runs between the two properties, separating Parcel A from Parcel 1, and a portion of Parcel B from Parcel 2. The respective single-family homes have been developed without having full access to the smaller in-between parcels.

The property owners have jointly agreed to rectify this situation. Therefore, the applicants have requested approval of a Lot Line Adjustment to create a new, singular property line between the two properties, thus eliminating Parcel A and Parcel B. No additional development is to occur as a part of this request.

PROJECT STATISTICS:

Lot Sizes			
Property	Existing	Proposed	Municipal Code Requirement
9271 Catherine Ave (Parcel 1)	17,265 sq. ft., including Parcel A	17,461 sq. ft.	9,000 sq. ft.
12261 Loreleen St (Parcel 2)	30,172 sq. ft., including Parcel B	29,976 sq. ft.	9,000 sq. ft.

DISCUSSION:

Lot Line Adjustment

Parcel 1, which is improved with an existing single-family dwelling, currently has a lot size of approximately 17,265 square feet. Parcel 2, also improved with a single-family dwelling, currently has a lot size of approximately 30,172 square feet. Currently, two (2) parcels (Parcels A and B) are in-between the two (2) single-family developments, creating a situation where portions of the respective single-family developments encroach into parcels that are not owned by the property owner.

Initially, Parcel A was recorded as a part of Parcel 2, and Parcel B was recorded as a part of Parcel 1. According to the maps recorded by the Orange County Recorder, the property at 9271 Catherine Avenue (Parcel 1) is Lot 12, in Block D of Tract 1158. However, the owners of said property also own a portion of Lot 13 (Parcel A), in Block D of Tract 1158. Conversely, the property at 12261 Loreleen Street (Parcel 2) is recorded as Lot 13, in Block D of Tract 1158, but also own a portion of Lot 12 (Parcel B). Therein lies the issue at stake. The owners of 9271 Catherine Avenue legally own a portion of 12261 Loreleen Street, and vice versa, but the portion they own is not a part of their single-family development.

In order to remedy this situation, a proposed Lot Line Adjustment will reconfigure the existing two (2) developments by creating a new property line. The proposed lot line runs diagonally, in four segments. Starting from the street-front point where

Parcel 1 and Parcel 2 meet, the new property line will run 64.69', diagonal to the intersection of Loreleen Street and Catherine Avenue. It will then turn slightly toward the north for 33.32'. The property line will then turn back slightly to the west for another 19.08', before slightly turning toward the west again for the last 42.25'. In total, the new property line will run approximately 159.34 linear feet.

By adjusting the property line, the resulting lots will be Parcel 1, with Assessor's Parcel No. 133-171-20, and Parcel 2, with Assessor's Parcel No. 133-171-19, per the submitted Lot Line Adjustment plans. The new lot size of Parcel 1 will be 17,461 square feet. The new lot size of Parcel 2 will be 29,976 square feet. Both adjusted lots will meet the minimum lot size and the minimum lot width required by the R-1-9 zone, which is 9,000 square feet and seventy-five feet (75'-0"), respectively. The proposed Lot Line Adjustment will create two (2) conforming R-1 lots. Even after altering the property lines, all development standards of the Garden Grove Municipal Code will be met by both existing single-family developments, including but not limited to: setbacks, lot coverage, and rear yard open space requirements.

An existing ten-foot (10'-0") wide, public utilities easement, labeled on the Lot Line Adjustment plans runs along the northerly property line of the subject parcels. The proposed property line will cross the utility easement diagonally, but will otherwise not alter the easement. The existing public utilities easement will be located within a required setback, per the R-1 development standards, and will not obstruct any future building improvements on either lot.

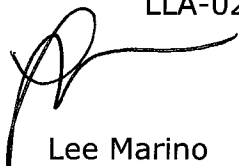
CEQA

CEQA's Class 5 exemption applies to minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density (CEQA Guidelines §15305.). This includes minor lot line adjustments, that do not result in the creation of a new parcel (CEQA Guidelines §15305.(a)). The subject request does not involve slopes greater than 20%, changes to land use or density, and do not create any new parcels. Therefore, the proposed project is exempt from CEQA.

RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

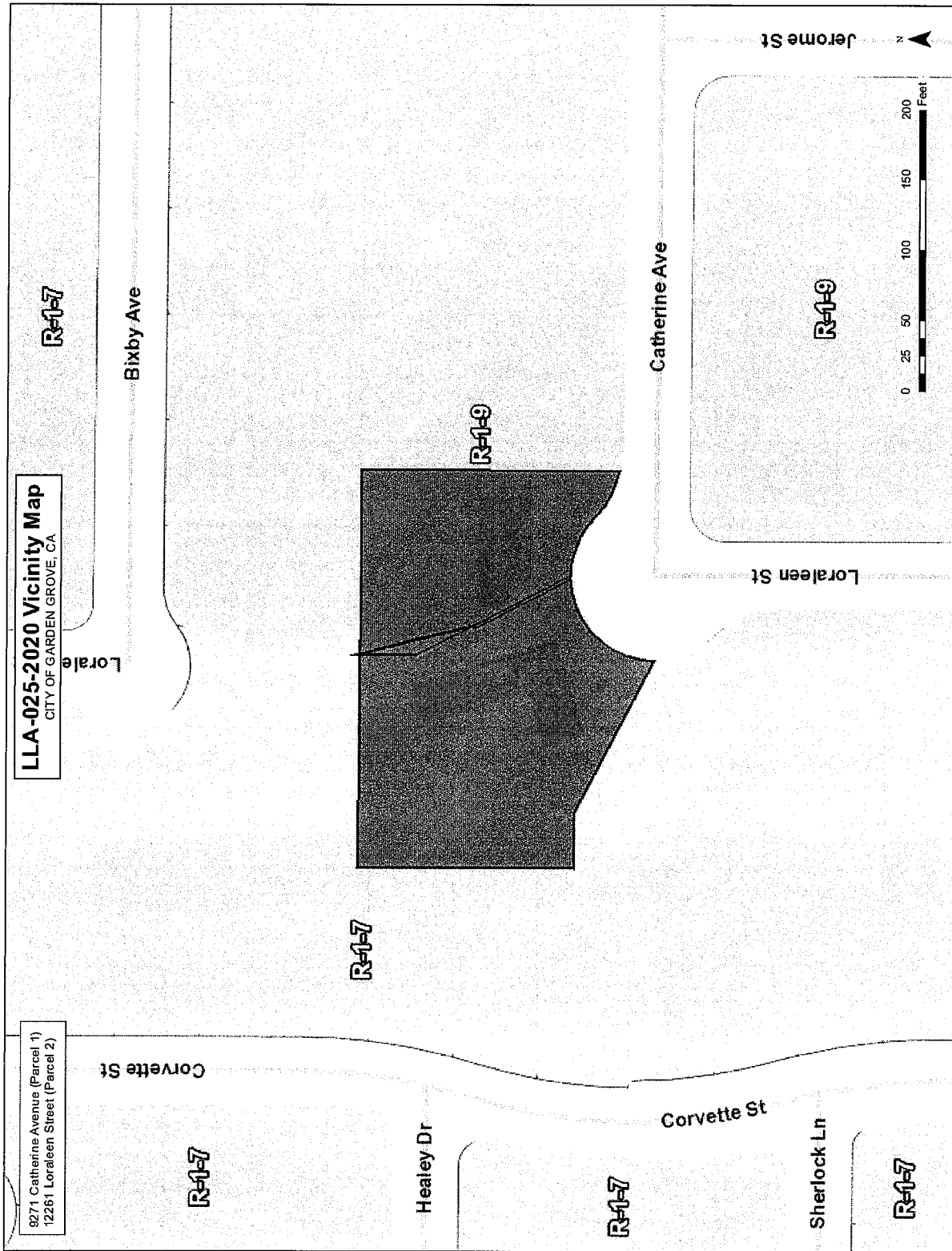
1. Adopt Resolution No. 5997-20, approving Lot Line Adjustment No. LLA-025-2020, subject to the recommended Conditions of Approval.

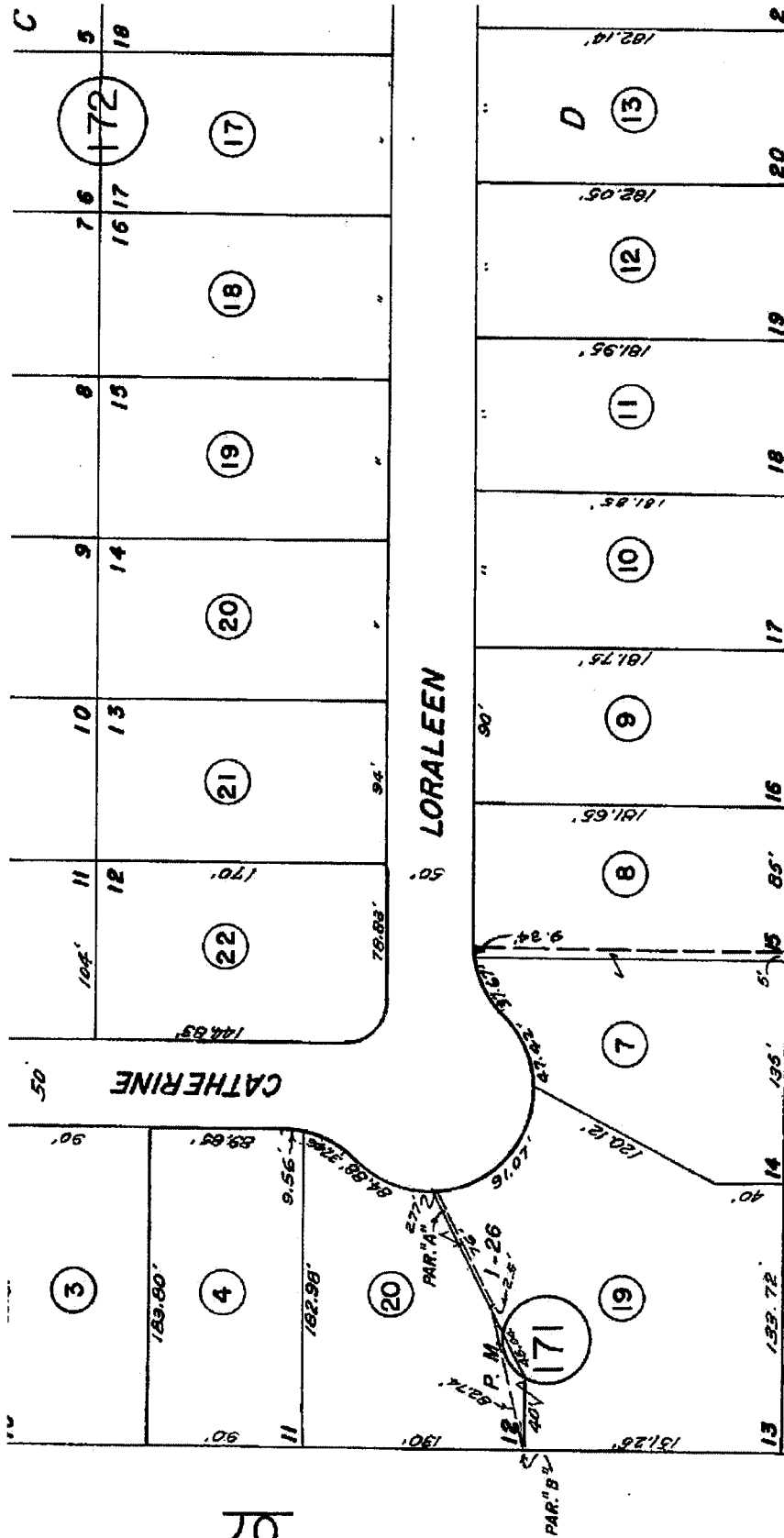


Lee Marino
Planning Services Manager



By: Priit Kaskla
Assistant Planner





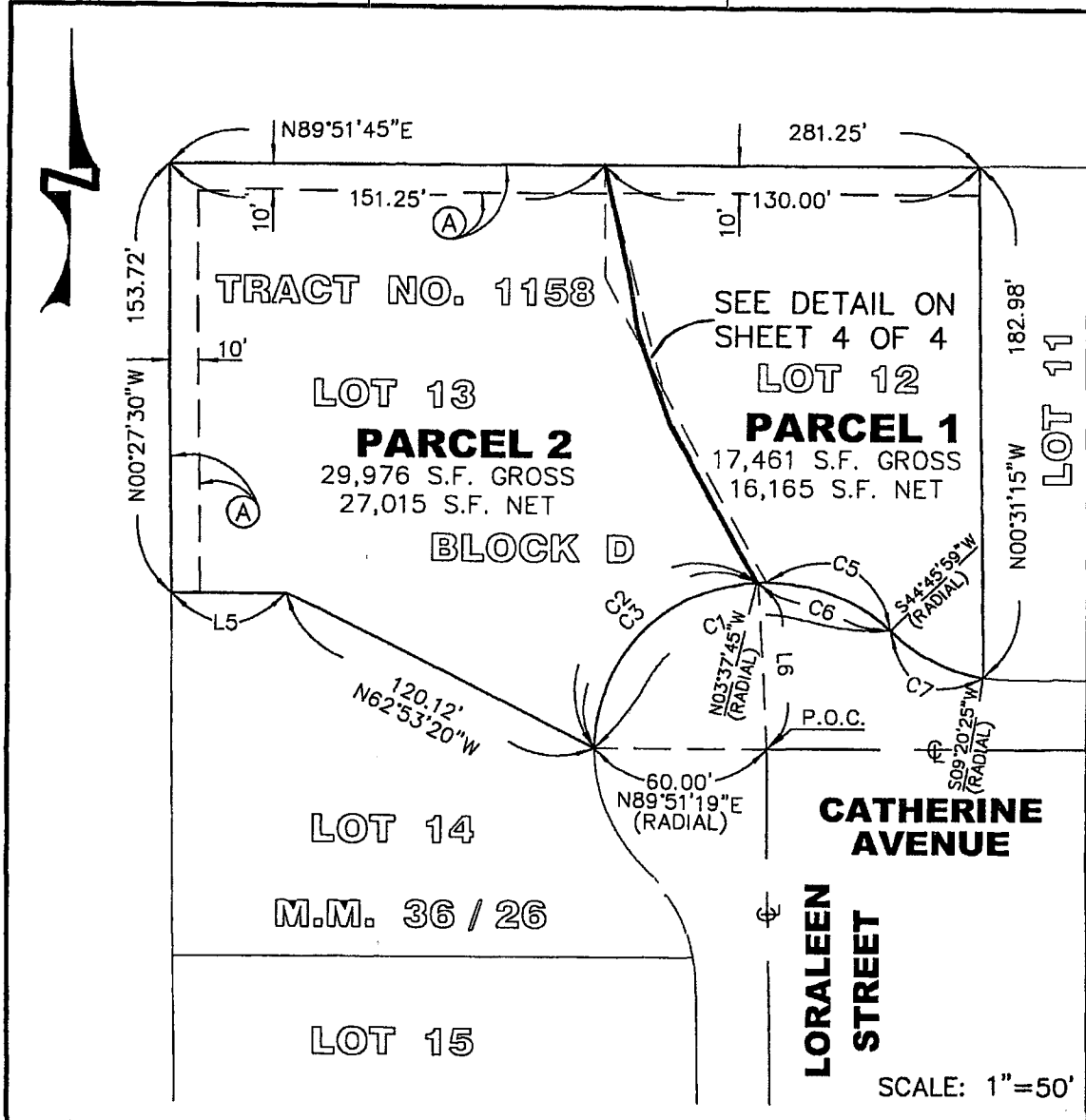
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**CITY OF GARDEN GROVE
EXHIBIT B
LOT LINE ADJUSTMENT NO. LLA - _____ - _____**

(PLAT)

OWNERS	EXISTING PARCELS AP NUMBER	PROPOSED PARCELS REFERENCE NUMBER
JUAN RANGEL	133-171-20	PARCEL 1
ALICE RANGEL	133-171-20	PARCEL 1
Thanh Nghia Nguyen Trustee of the Felicitoi Trust	133-171-19	PARCEL 2
THANH TUYEN NGUYEN	133-171-19	PARCEL 2



RESOLUTION NO. 5997-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING LOT LINE ADJUSTMENT NO. LLA-025-2020, FOR PROPERTIES LOCATED AT THE INTERSECTION OF LORALEEN STREET AND CATHERINE AVENUE, WEST OF GILBERT STREET, AT 9271 CATHERINE AVENUE AND 12261 LORALEEN STREET, ASSESSOR'S PARCEL NOS. 133-171-19 AND 133-171-20.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on August 20, 2020, does hereby approve Lot Line Adjustment No. LLA-025-2020, for properties located at the intersection of Loreleen Street and Catherine Avenue, west of Gilbert Street, at 9271 Catherine Avenue and 12261 Loreleen Street, Assessor's Parcel Nos. 133-171-19 and 133-171-20.

BE IT FURTHER RESOLVED in the matter of Lot Line Adjustment No. LLA-025-2020, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by Alice Rangel, Juan Rangel, Thanh Nghia Nguyen, and Thanh Tuyen Nguyen ("The Applicant").
2. The applicant is requesting Lot Line Adjustment approval to eliminate two small parcels (Parcel "A" & Parcel "B"), for the purpose of reconfiguring the property line boundary between two developed, single-family residential properties, located at 9271 Catherine Avenue (Parcel 1) and 12261 Loreleen Street (Parcel 2).
3. Pursuant to the California Environmental Quality Act ("CEQA"), the Planning Commission hereby determines that the proposed project is categorically exempt from the CEQA pursuant to Section 15305, Minor Alterations In Land Use Limitations, of the CEQA Guidelines (14 Cal. Code Regs., Section §15305).
4. The application involves two primary parcels, 9271 Catherine Avenue (Parcel 1) and 12261 Loreleen Street (Parcel 2), found at the intersection of Catherine Avenue and Loreleen Street. Both parcels are zoned R-1 (Single-Family Residential), and have General Plan Land Use Designations of Low Density Residential.
5. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property has been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on August 20, 2020, 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 on August 20, 2020, 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 9.40.190, are as follows:

FACTS:

The application primarily involves two (2) properties, Parcel 1 and Parcel 2. Parcel 1 fronts onto Catherine Avenue, at 9271 Catherine Avenue (APN: 133-171-20). Parcel 2 fronts onto Loreleen Street at 12261 Loreleen Street (APN: 133-171-19). Between Parcels 1 and 2 are two smaller parcels, identified as Parcel A (APN: 133-171-20) and Parcel B (APN: 133-171-19).

All parcels are zoned R-1 (Single-Family Residential), and have General Plan Land Use Designations of Low Density Residential. Surrounding the subject properties are also R-1 (Single-Family Residential) zoned properties.

Both Parcel 1 and Parcel 2 were developed as single-family residential dwellings, prior to the incorporation of the City. Parcel A is owned by the property owners of Parcel 1, but is developed as a part of the driveway for Parcel 2. Parcel B is owned by the property owners of Parcel 2, but is partially developed as a part of the rear yard for Parcel 1. A wooden fence runs between the two properties, separating Parcel A from Parcel 1, and a portion of Parcel B from Parcel 2. The respective single-family homes have been developed without having full access to the smaller in-between parcels.

Furthermore, the Office of the Orange County Recorder has recorded Parcel A as a part of Parcel 2, and Parcel B as a part of Parcel 1. However, the owners of Parcel 1 legally own Parcel A, and the owners of Parcel 2 legally own Parcel B. Yet when the properties were developed, the development did not reflect what was recorded, nor did it reflect proper ownership of the properties.

The property owners have jointly agreed to rectify this situation. Therefore, the applicants have requested approval of a Lot Line Adjustment to create a new, singular property line between the two properties, eliminating Parcel A and Parcel B. No additional development is to occur as a part of this request.

FINDINGS AND REASONS:

LOT LINE ADJUSTMENT

1. The parcels, as the result of the Lot Line Adjustment, will conform to the City's General Plan, Zoning Ordinance, Subdivision Ordinance, and State Subdivision Map Act.

The subject properties have a General Plan Land Use Designation of Low Density Residential (LDR). According to the General Plan, the Low Density Residential land

use is intended to create, maintain, and enhance residential areas characterized by detached, single unit structures, and single-family residential neighborhoods. No additional development is requested in conjunction with the proposed Lot Line Adjustment, therefore not altering the existing single-residential development and neighborhood.

The subject properties are zoned Single-Family Residential (R-1-9). The Single Family Residential zone is intended to provide for the establishment and promotion of single-family detached residences on individual lots and compatible associated activities. No additional development is requested in conjunction with the proposed Lot Line Adjustment, thus maintaining the existing single-family developments on both Parcel 1 and Parcel 2. Furthermore, the proposed property line does not make either parcel nonconforming. Both properties will still comply with all of the development standards of the Municipal Code, including, but not limited to: minimum lot sizes, setbacks, lot coverage, and rear yard open space.

The proposed Lot Line Adjustment creates a new property boundary between Parcel 1 (APN: 133-171-20) and Parcel 2 (APN: 133-171-19), and eliminates Parcel A and Parcel B between Parcel 1 and Parcel 2. As a result, the new lot size of Parcel 1 will be 17,461 square feet, and the new lot size of Parcel 2 will be 29,976 square feet. An existing 10'-0" wide public utility easement running parallel to the subject properties' northerly property line, will remain unaltered. Other than the elimination of Parcel A and Parcel B, and the creation of a new property boundary, no additional development is requested as a part of this request.

The requested Lot Line Adjustment complies with the City's General Plan, Zoning Ordinance, Subdivision Ordinance, and State Subdivision Map Act.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE 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 Lot Line Adjustment possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.40.190.
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 Lot Line Adjustment No. LLA-025-2020.

Adopted this 20th day of August 2020

EXHIBIT "A"

Lot Line Adjustment No. LLA-025-2020

9271 Catherine Avenue & 12261 Loraleen Street

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record a "Notice of Agreement with Conditions of Approval and Discretionary Permit of Approval," as prepared by the City Attorney's Office, on the property. All conditions of approval are required to be adhered to for the life of the project, regardless of property ownership.
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 each of the following: the project applicant, the developer of the project, the owner(s) and tenant(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 of the Conditions of Approval require approval by the Planning Commission.
3. Approval of this Lot Line Adjustment 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 these Conditions of Approval may be approved by the Community and Economic Development Director, in his or her discretion. Proposed modifications to the project and/or these Conditions of Approval 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.

Engineering Division

6. The applicant shall submit an updated title report along with copies of the recorded instruments listed in the title report.

7. The applicant shall submit copies of the reference maps used to prepare legal description and the plat per County of Orange Lot Line Adjustment Manual.

Community and Economic Development Department

8. The applicant(s)/property owner(s) shall construct a new wall/fence that is placed over the new adjusted property line location, dividing Parcel 1 and Parcel 2.
9. The applicant shall submit a signed letter acknowledging receipt of the decision approving Lot Line Adjustment No. LLA-025-2020, and his/her agreement with all conditions of the approval.
10. 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 Lot Line Adjustment No. LLA-025-2020. 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.
11. It shall be the applicant's responsibility to verify that any building or site improvements do not impermissibly interfere with any recorded easements on the subject property or the adjacent properties.
12. Unless a time extension is granted pursuant to Section 9.32.030.D.9 and Section of Title 9 of the Municipal Code, the use authorized by this approval of Lot Line Adjustment No. LLA-025-2020 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 period and thereafter diligently advanced until completion of the project.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: C.3.	SITE LOCATION: South side of Katella Avenue, west of Magnolia Street, at 8932 Katella Avenue
HEARING DATE: August 20, 2020	GENERAL PLAN: Light Commercial
CASE NO.: Amendment No. A-029-2020	EXISTING ZONE: O-P (Office Professional) PROPOSED ZONE: C-1 (Neighborhood Commercial)
APPLICANT: David N. Alagband	CEQA DETERMINATION: Exempt
PROPERTY OWNER: Gilles Sensenbrenner	APN: 132-041-21

REQUEST:

A request to rezone a property located at 8932 Katella Avenue (Assessor's Parcel No. 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial).

BACKGROUND:

The subject site is improved with an existing multi-tenant center, located on the south side of Katella Avenue, west of Magnolia Street. The center is comprised of eight (8) tenant spaces of approximately 12,080 square feet of commercial/office space. The center includes a "barber/beauty shop" use and five (5) general office uses. Two (2) of the eight (8) suites are vacant.

The subject property is zoned O-P (Office Professional) with a General Plan Land Use Designation of Light Commercial. The property is adjacent to C-1 (Neighborhood Commercial) zoned properties to the east developed with commercial retail uses, PUD-109-96 (Residential Planned Unit Development) zoned properties to the south developed with small-lot subdivision single-family dwellings, and an O-P (Office Professional) zoned property to the west developed with a residential care facility. Across Magnolia Street, to the east, is a C-1 zoned property developed with a multi-tenant commercial retail shopping center. An additional multi-tenant commercial retail shopping center is located at the northeast corner of Katella Avenue and Magnolia Street, located within unincorporated land of the County of Orange. Across Katella Avenue, to the north of the subject property, are multiple properties located within the jurisdictional boundaries of the City of Stanton and unincorporated land of the County of Orange developed with commercial retail uses, an apartment complex, and a gas station.

Pursuant to a request filed by the previous property owner, in 1998, the City of Garden Grove approved Amendment No. A-190-98, which rezoned the subject property from C-1 (Neighborhood Commercial) to O-P (Office Professional), and also approved Amendment No. A-191-98, which amended Title 9 of the Municipal Code to allow "ambulance service" uses in the O-P zone, subject to approval of a Conditional Use Permit. Concurrently, the City also approved Conditional Use Permit No. CUP-427-98 to allow the operation of an ambulance service business on the subject property. According to business license records, the ambulance service business closed its operation in 2004.

DISCUSSION:

Based on the applicant's application filing, the property owner has had difficulty filling vacancies in the center, and is seeking City approval to rezone the property from O-P (Office Professional) back to the original zoning of the property of C-1 (Neighborhood Commercial). The property owner is seeking greater tenant flexibility through expanded uses allowed through the C-1 zoning designation.

The proposed C-1 zoning designation is consistent with the subject property's existing General Plan Land Use Designation of Light Commercial, which is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community. The Light Commercial designation is intended to accommodate a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. The City's General Plan calls for commercial uses in the Light Commercial designation to be compatible with the surrounding area and nearby residential uses.

The C-1 (Neighborhood Commercial) zoning designation is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. The shopping facilities are encouraged to be integrated into the surrounding area to maintain the image of the neighborhood and to ensure operational compatibility. Commercial zones that are directly adjacent to and/or abutting sensitive uses such as single-family residential homes, are typically zoned C-1, which is the least intensive commercial zoning designation in the City. The City also includes C-2 (Community Commercial) and C-3 (Heavy Commercial) zoning designations which allow more intensive uses such as, but not limited to, auto repair (with paint and body work), pool halls, bars, smoking lounges, automatic car washes, car sales lots.

The proposed C-1 zoning designation is consistent with the existing zoning patterns in the surrounding area, which includes other C-1 zoned properties, and various multi-tenant commercial retail shopping centers.

Parking and Trip Generation:

The O-P (Office Professional) zone is intended to provide for business and professional offices, services and associated business and retail activities, in an attractive environment compatible with residential areas. Office Professional zoned

properties in the City typically accommodate and include general and professional office type businesses, with minimal retail/commercial type uses that are supportive of the office uses. It should be noted, with the exception of "ambulance service" businesses, all uses that are allowed in the O-P zone are also allowed in the C-1 zone. The C-1 zone allows substantially more types of retail/commercial type uses, which would create more tenant flexibility for the property owner to retain current, and secure future, tenants.

It should also be noted, when the property was originally approved by the City in 1985, the site was zoned C-1 (Neighborhood Commercial) and the development was designed with sufficient parking to accommodate commercial retail uses. The parking requirement for standard retail uses is one (1) parking space per 200 square feet of gross floor area. The existing building has a gross floor area of 12,080 square feet. Applying the parking ratio for standard retail uses, the site was originally required to provide a minimum of 61 parking spaces. The site provides a total of 64 parking spaces on-site, for a surplus of three (3) parking spaces. While the mix of uses has changed over the years, including after the property was rezoned from C-1 (Neighborhood Commercial) to O-P (Office Professional) in 1998, the existing building and number of parking spaces have remained the same.

RK Engineering Group, Inc., a professional consulting firm, who specializes in traffic engineering services, prepared a trip generation memorandum to evaluate potential impacts of changes in trip generation from the site, as a result of rezoning the property from O-P (Office Professional) to C-1 (Neighborhood Commercial). Trip generation represents the expected number of vehicle trips originating in, or destined for, a particular traffic analysis zone. The analysis of the memo focused on potential impacts and changes from any increase in the site's trip generation during AM and PM peak hours. RK Engineering concluded in their analysis that under the proposed C-1 (Neighborhood Commercial) zoning, the expected trip generation forecasts to result in a minimal increase in trips with no significant traffic impact on the surrounding traffic circulation system. A copy of the trip generation memo has been attached to this staff report for reference. Staff, along with the City's Traffic Engineer, have reviewed the trip generation memo and concur with the findings.

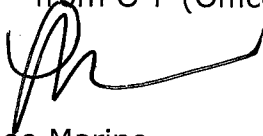
Today, of the eight (8) tenant spaces available in the center, six (6) tenant spaces are currently occupied, comprising of five (5) general offices and one (1) barber/beauty shop. Two (2) of the eight tenant spaces are vacant. For purposes of calculating the required parking for the center under full occupancy, the parking discussions in the attached memo assumes the two (2) vacant tenant spaces to be occupied by a fast-food restaurant (with limited seating and no drive-thru) and a typical retail store – both of which are standard retail uses that require one (1) parking space per 200 square feet of gross floor area. Under full occupancy conditions, in this scenario, the parking calculations result in a total of 57 parking spaces required (minimum) for the site. The site provides a total of 64 parking spaces on-site, for a surplus of seven (7) parking spaces.

As new uses (business types) are proposed in the future, parking adequacy and potential traffic impacts will continuously be re-evaluated by City Staff, at the time of a respective request, to: (i) ensure there is sufficient parking available to accommodate the mix of the uses in the center; and (ii) ensure any required traffic analysis is conducted that may require a traffic study, traffic mitigation, and/or applicable traffic mitigation fees.

RECOMMENDATION:

Staff recommends that the Planning Commission hold a public hearing and take the following action:

1. Adopt Resolution No. 5998-20 recommending that the Garden Grove City Council adopt an ordinance approving Amendment No. A-029-2020 to rezone a property located at 8932 Katella Avenue (Assessor's Parcel No. 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial).



Lee Marino
Planning Services Manager



By: Chris Chung
Urban Planner

- Attachment 1: RK Engineering Trip Generation Memo
Attachment 2: Exhibit for Amendment to City of Garden Grove Zoning Map

ATTACHMENT 1

May 5, 2020

Mr. Gilles Sensenbrenner
C/O Mr. David N. Alagband
DNA REALTY GROUP
4701 Von Karman Avenue, Suite 100
Newport Beach, CA 92660

Subject: 8932 Katella Avenue Trip Generation Memorandum, City of Garden Grove

Dear Mr. Alagband:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation memorandum for the 8932 Katella Avenue Mixed-Use Project in the City of Garden Grove.

The project site currently is zoned Office Professional (OP) and contains approximately 12,080 square feet of barber/beauty shop and general office uses. The site currently contains a total of 64 parking spaces. The site currently contains a total of eight suites. Two of the eight suites are currently vacant.

Representatives of the project would like to change the zoning designation from OP to Neighborhood Commercial Zone (C-1).

RK has prepared an analysis and evaluation to determine the potential change in trip generation for the site assuming change of zoning from OP to C-1. Based on discussions with and direction from City staff, the analysis evaluates the net change in the site's overall trip generation between the following two conditions:

- Existing site and uses (including two currently vacant suites) under current zoning; and

- Existing site and uses with the vacant suites being occupied by a probable and likely use that could occupy the site under the proposed zoning.

Exhibit A shows the site location. Exhibit B shows the site plan.

Permitted Uses

Table 1 shows the uses permitted under both OP and C-1 zoning per the City of Garden Grove Municipal Code Section 9.16.020.030.

Existing Uses and OP Zoning

As previously noted, the site currently contains a total of eight suites with a total square footage of 12,080 square feet. Two of the eight suites are currently vacant.

Table 2 shows the existing land uses and suites for the project site.

Table 3 shows the Institute of Transportation Engineers (ITE) trip generation rates for each suite for existing conditions under OP zoning.

Utilizing the trip generation rates shown in Table 3, Table 4 shows the trip generation of the existing site under existing OP zoning.

As shown in Table 4, based on ITE trip generation rates, the existing site generates approximately 102 daily trips which include approximately 11 AM peak hour trips and approximately 12 PM peak hour trips.

Table 5 shows the required parking per the City's Municipal Code for the existing uses under OP zoning.

As shown in Table 5, per the City's Municipal Code, the existing site under OP zoning requires a total of 42 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the existing uses under OP zoning.

Proposed Uses and C-1 Zoning

As previously noted, the site currently contains a total of eight suites with a total square footage of 12,080 square feet. Two of the eight suites are currently vacant.

Table 6 shows the existing land uses occupying the site along with the land uses which are likely to occupy the two vacant suites under the proposed C-1 zoning.

As shown in in Table 6, under the proposed C-1 zoning, the two vacant suites can be expected and likely to be occupied by a fast-food type land use and retail.

Table 7 shows the Institute of Transportation Engineers (ITE) trip generation rates for each suite for the site, including the potential fast food and retail use for the two vacant suites under C-1 zoning.

Utilizing the trip generation rates shown in Table 7, Table 8 shows the trip generation of the site under the proposed C-1 zoning assuming full occupancy of the site and the vacant suites.

As shown in Table 8, under full occupancy conditions and proposed C-1 zoning, the site can be expected to generate approximately 501 daily trips which include approximately 38 AM peak hour trips and approximately 45 PM peak hour trips.

Table 9 shows the required parking per the City's Municipal Code, under full occupancy conditions and proposed C-1 zoning.

As shown in Table 9, per the City's Municipal Code, under full occupancy conditions and proposed C-1 zoning, the site requires a total of 57 parking spaces. Since the site contains a total of 64 parking spaces, more than adequate parking is provided to accommodate the uses under full occupancy conditions and proposed C-1 zoning.

Trip Generation Comparison Under OP & C-1 Zoning

Table 10 shows a comparison of the net trip generation difference between the existing site under OP zoning and the proposed C-1 zoning.

As shown in Table 10, when compared to the existing land uses under OP zoning, the expected land uses under the proposed C-1 zoning are forecast to result in a net increase of the site's trip generation by approximately 399 daily which include approximately 27 AM peak hour trips and approximately 33 PM peak hour trips.

Based on industry standards, typically, a full traffic analysis is required when a proposed project generates 50 or more net peak hour trips since projects generating less than 50 peak hour trips can be considered to not result in significant traffic impacts.

Hence, since the expected land uses for the project site under the proposed C-1 zoning are forecast to result in nominal increase in trips, the proposed zone change is forecast to not result in a significant traffic impact on the surrounding circulation system. It should be noted, once the project trips are distributed and disbursed throughout the roadway network and circulation system, the project's trip contribution to any major intersection is expected to be even less.

Vehicle Miles Traveled (VMT) Analysis

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA).

Pursuant to the 2020 CEQA Guidelines, Section 15064.3, *"Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel."*

For land use projects, the CEQA guidelines provides the following criteria for analyzing Transportation Impacts and VMT:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.
- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

- Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The Office of Planning & Research (OPR) has provided guidance regarding the recommended threshold for conducting VMT analysis for retail projects. OPR has noted that because local-serving retail development tends to shorten trips and reduce VMT (which is the desired intent of VMT standards under CEQA), local agencies generally may presume such development creates a less-than-significant transportation impact.

OPR also noted that regional-serving retail development, on the other hand, may tend to have a significant impact by leading to the substitution of longer trips for shorter ones.

OPR notes that generally “retail development including stores larger than 50,000 square feet might be considered regional serving” for which lead agencies should undertake a VMT analysis.

As the site, to which the subject zoning change relates, is a total of 12,080 square feet in size and does not reach anywhere close to 50,000 square feet, the site which is a local-serving retail development is deemed “screened out” and does not require a full-blown VMT analysis.

Attachments

Exhibit A
Location Map



Legend:

 = Project Site Boundary



Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
1	Child Day Care Center		C
2	Community Care Facility, Residential (7 Persons or More)	C	C
3	Intermediate Care Facility	C	C
4	Residential Care Facility for the Elderly (RCFE) (7 persons or more)	C	C
5	Skilled Nursing Facility	C	C
6	Administration/Business	P	P
7	Banks/Financial Institution	P	P
8	Medical, Dental and Related Health Service Support Facilities	P	P
9	Prescription Pharmacy	P	P
10	Professional and Clerical	P	P
11	Public Utility (Commercial)	P	P
12	Art, Music and Dance	P	P
13	Arts and Crafts	p*	p*
14	Photography	P	P
15	Portrait	P	P
16	Radio/TV	C	C
17	Recording	C	C
18	Athletic and Health Clubs, Gyms		C
19	Barber/Beauty Shop	P	P
20	Dry Cleaning - Retail Only		P
21	Laundromat (Coin-op)		P
22	Physical Therapy (Medical Use)	P	P
23	Shoe Repair		P
24	Tailor/Dressmaking		P
25	Tanning Parlor		P
26	Tattoo, Facial	I	I
27	Extended-Stay Business Hotel		C*
28	Hotel, Motel		C*
29	Recreation Vehicle Park		C
30	Ticket Agency		P

Source: City of Garden Grove Municipal Code Section 9.16.020.030

ITE = Institute of Transportation Engineers Trip General Manual, 10th Edition

P = Automatically permitted use

I = Incidental Use. Use permitted only if incidental to another primary use on the same site. If incidental to a use authorized by a conditional use permit, such incidental use or permitted only if within the terms of the conditional use permit.

C = Conditional Use. Use eligible for consideration under the conditional use procedures and permitted only if conditional use permit is approved, subject to the specific conditions of such permit.

* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
31	Travel Agency		P
32	Cybercafés		C*
33	Golf Courses (Regulation)		C*
34	Golf Driving Ranges		C*
35	Incidental Amusement Devices		I*
36	Movie Theaters		C
37	Private Clubs and Lodges		C
38	Tennis, Swimming Clubs		C
39	Antique Shop		P
40	Apparel: Clothing, Shoes and Accessories		P
41	Books, Magazines, Newsstand (in building)	I	P
42	Department Stores		P
43	Drug Stores	P	P
44	Florists	I	P
45	Furniture, Carpets, Household Appliances		P
46	Gifts and Souvenirs	I	P
47	Hardware, Paint		P
48	Hobby Shop		P
49	Indoor Multi-Tenant Retail Shopping Center		C*
50	Jewelry, Cameras and Supplies, Luggage		P
51	Non-vehicular Vending, Long term		C
52	Nurseries		P
53	Pets and Pet Supplies		p*
54	Stationery and Office Supplies - No Furniture	P	P
55	Toys		P
56	Variety, Dry Goods Stores		P
57	Candy, Confectionery		P
58	Convenience, Grocery		P
59	Delicatessen		P
60	Eating Establishment/Restaurant With Alcoholic Beverage Sales		C*

Source: City of Garden Grove Municipal Code Section 9.16.020.030

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P = Automatically permitted use

I = Incidental Use. Use permitted only if incidental to another primary use on the same site. If incidental to a use authorized by a conditional use permit, such incidental use or permitted only if within the terms of the conditional use permit.

C = Conditional Use. Use eligible for consideration under the conditional use procedures and permitted only if conditional use permit is approved, subject to the specific conditions of such permit.

* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 1
O-P & C-1 Zoning Permitted Uses

#	Use	Zone	Zone
		O-P	C-1
61	Eating Establishment/Restaurant No Alcoholic Beverage Sales		P
62	Eating Establishment/Restaurant With Entertainment		C*
63	Eating Establishment/Restaurants with Outdoor Seating		P
64	Food Catering		I
65	Ice Cream, Bakery (retail only)		P
66	Liquor Store		C*
67	Meat Market		P
68	Mini-Market with Gas		C*
69	Supermarket		C*
70	Auto Parts, Accessories No Installations		P
71	Bicycle Repair		P
72	Bicycle Sales/Rental		P
73	Minor Auto Maintenance		C
74	Self-Service or Coin-Operated Car Wash		C*
75	Service Stations (new and conversion of existing)		C*
76	Tire Sales and Service		C
77	Truck, Trailer Rental		I*
78	Ambulance Service	C*	
79	Day Care Facility, Adult		C
80	Graphic Arts/Photocopying	P	P
81	Parking Facilities (For Fee)	C	C
82	Pet Grooming		P*
83	Small Animal Hospital/Veterinary		C*
84	Church and Other Religious Centers		C
85	Commercial Radio/TV Towers	C*	C*
86	Hospital, Medical or Psychiatric	C	C
87	Public Buildings (Civic Center, Library, County, State or Federal)	C	C
88	Public Safety Facilities (Fire, Police)	C	C
89	Public Utility Stations and Equipment Buildings	C	C
90	Trade, Business School		C

Source: City of Garden Grove Municipal Code Section 9.16.020.030

ITE = Institute of Transportation Engineers Trip General Manual, 10th Edition

P = Automatically permitted use

I = Incidental Use. Use permitted only if incidental to another primary use on the same site. If incidental to a use authorized by a conditional use permit, such incidental use or permitted only if within the terms of the conditional use permit.

C = Conditional Use. Use eligible for consideration under the conditional use procedures and permitted only if conditional use permit is approved, subject to the specific conditions of such permit.

* = Use shall be subject to special conditions or specific restrictions per the Municipal Code.

Table 2
Existing Uses (O-P Zoning)

#	Suite	Size (SF)	Percent Of Site	Tenant	Existing Land Use Type
1	101	1,040	8.61%	Hair Addicts Salon	Hair Salon
2	102	1,040	8.61%	Insurance	Office
3	103	1,040	8.61%	PsychHealing	Office
4	104	1,040	8.61%	Priority Mortgage	Office
5	105	1,040	8.61%	Vacant	Vacant
6	106	1,040	8.61%	Vacant	Vacant
7	107	840	6.95%	Cornell Design	Office
8	108-203	5,000	41.39%	California Safety Agency	Office
Total		12,080	100.00%		

SF = Square Feet

Table 3

ITE Trip Generation Rates for Existing Uses (O-P Zoning)

#	Suite	Land Use Type	ITE Code	Units	AM Peak			PM Peak			Daily
					In	Out	Total	In	Out	Total	
1	101	Hair Salon*	918	TSF	0.61	0.61	1.21	0.25	1.20	1.45	14.50
2	102	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
3	103	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
4	104	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
5	105	Office	710	TSF	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	106	Office	710	TSF	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	107	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
8	108-203	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

* = ITE does not have AM peak hour inbound and outbound splits for this land use or daily rates. This analysis assumes a 50/50 split for inbound and outbound. Daily trip generation is derived by multiplying the PM rate by a factor of 10.

N/A = not applicable. Suite is currently vacant under existing conditions.

Table 4
ITE Trip Generation for Existing Land Uses (O-P Zoning)

#	Suite	Land Use Type	Size	Units	ITE Code	AM Peak			PM Peak			Daily
						In	Out	Total	In	Out	Total	
1	101	Hair Salon	1.04	TSF	918	1	1	1	1	1	2	15
2	102	Office	1.04	TSF	710	1	0	1	0	1	1	10
3	103	Office	1.04	TSF	710	1	0	1	0	1	1	10
4	104	Office	1.04	TSF	710	1	0	1	0	1	1	10
5	105	Office	1.04	TSF	710	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	106	Office	1.04	TSF	710	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	107	Office	0.84	TSF	710	1	0	1	0	1	1	8
8	108-203	Office	5.00	TSF	710	5	1	6	1	5	6	49
Total						10	2	11	2	10	12	102

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

N/A = not applicable. Suite is currently vacant under existing conditions.

**Table 5
City of Garden Grove Municipal Code Parking Required for Existing Uses (O-P Zoning)**

#	Suite	Land Use Type	Size	Units	Code Required Parking	Parking Spaces Required
1	101	Hair Salon / Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
2	102	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
3	103	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
4	104	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
5	105	Vacant	1,040	SF	N/A	N/A
6	106	Vacant	1,040	SF	N/A	N/A
7	107	Office	840	SF	1 space per 250 square feet of gross floor area	3.4
8	108-203	Office	5,000	SF	1 space per 250 square feet of gross floor area	20.0
			Total	SF		41.2
					Rounded Up	42.0
					Spaces Provided	64.0
					Parking Surplus/Deficiency (Spaces)	22.0
					Adequate Parking Provided?	YES

SF = Square Feet

N/A = not applicable. Suite is currently vacant under existing conditions.

Table 6
Expected Potential Uses Under Proposed C-1 Zoning

#	Suite	Size (SF)	Percent Of Site	Tenant	Land Use Type
1	101	1,040	8.61%	Hair Addicts Salon	Hair Salon
2	102	1,040	8.61%	Insurance	Office
3	103	1,040	8.61%	PsychHealing	Office
4	104	1,040	8.61%	Priority Mortgage	Office
5	105	1,040	8.61%	Vacant	Fast Food Restaurant Without Drive Through *
6	106	1,040	8.61%	Vacant	Retail *
7	107	840	6.95%	Cornell Design	Office
8	108-203	5,000	41.39%	California Safety Agency	Office
Total		12,080	100.00%		

SF = Square Feet

Table 7

ITE Trip Generation Rates for Expected Potential Land Uses Under Proposed C-1 Zoning

#	Suite	Land Use Type	ITE Code	Units	AM Peak			PM Peak			Daily
					In	Out	Total	In	Out	Total	
1	101	Hair Salon	918	TSF	0.61	0.61	1.21	0.25	1.20	1.45	14.50
2	102	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
3	103	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
4	104	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
5	105	Fast Food Restaurant Without Drive Through	933	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23
6	106	Retail	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
7	107	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
8	108-203	Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

* = ITE does not have AM peak hour inbound and outbound splits for this land use or daily rates. This analysis assumes a 50/50 split for inbound and outbound. Daily trip generation is derived by multiplying the PM rate by a factor of 10.

Table 8

ITE Trip Generation for Expected Potential Land Uses Under Proposed C-1 Zoning

#	Suite	Land Use Type	Size	Units	ITE Code	AM Peak			PM Peak			Daily
						In	Out	Total	In	Out	Total	
1	101	Hair Salon	1.04	TSF	918	1	1	1	1	1	2	15
2	102	Office	1.04	TSF	710	1	0	1	0	1	1	10
3	103	Office	1.04	TSF	710	1	0	1	0	1	1	10
4	104	Office	1.04	TSF	710	1	0	1	0	1	1	10
5	105	Fast Food Restaurant Without Drive Through	1.04	TSF	710	16	10	26	15	15	29	360
6	106	Retail	1.04	TSF	710	1	0	1	2	2	4	39
7	107	Office	0.84	TSF	710	1	0	1	0	1	1	8
8	108-203	Office	5.00	TSF	710	5	1	6	1	5	6	49
Total						27	12	38	19	27	45	501

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

TSF = Thousand Square Feet

Table 9
City of Garden Grove Municipal Code Parking Required Under Proposed C-1 Zoning

#	Suite	Land Use Type	Size	Units	Code Required Parking	Parking Spaces Required
1	101	Hair Salon / Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
2	102	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
3	103	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
4	104	Office	1,040	SF	1 space per 250 square feet of gross floor area	4.2
5	105	Fast Food Restaurant Without Drive Through	1,040	SF	1 space per 100 square feet of gross floor area, with a minimum of 10 spaces	10.4
6	106	Retail	1,040	SF	1 space per 200 square feet of gross floor area	5.2
7	107	Office	840	SF	1 space per 250 square feet of gross floor area	3.4
8	108-203	Office	5,000	SF	1 space per 250 square feet of gross floor area	20.0
Total			12,080	SF		56.8
						Rounded Up
						Spaces Provided
						Parking Surplus/Deficiency (Spaces)
						7.0
						Adequate Parking Provided?
						YES

SF = Square Feet

**Table 10
Net Trip Generation Comparison Between Existing Uses Under O-P Zoning and Expected Potential Land Uses Under C-1 Zoning**

#	Project Site Land Uses	Size	Units	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
1	Expected Potential Under Proposed C-1 Zoning	12.08	TSF	27	12	38	19	27	45	501
2	Existing Trip Generation (O-P Zoning)	12.08	TSF	-10	-2	-11	-2	-10	-12	-102
Net Difference				17	10	27	17	17	33	399

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition, 2017

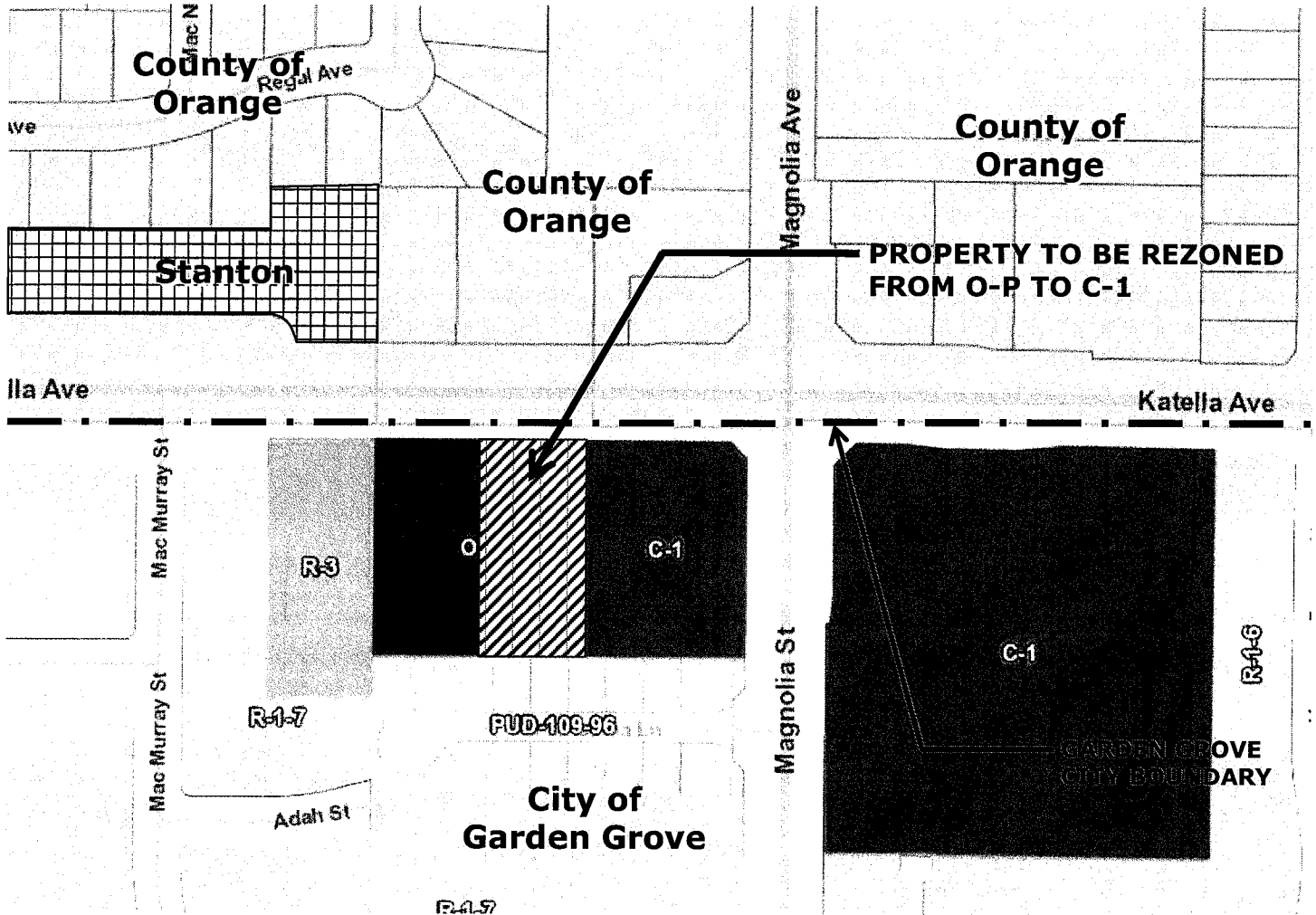
TSF = Thousand Square Feet



AMENDMENT NO. A-029-2020

8932 KATELLA AVE

APN: 132-041-21



Proposed Rezone from O-P to C-1

 SITE TO BE REZONED FROM O-P (OFFICE PROFESSIONAL) TO C-1 (NEIGHBORHOOD COMMERCIAL)

 CITY OF STANTON

 COUNTY OF ORANGE UNINCORPORATED LAND

 GARDEN GROVE CITY BOUNDARY



RESOLUTION NO. 5998-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING AMENDMENT NO. A-029-2020 TO REZONE A PROPERTY LOCATED AT 8932 KATELLA AVENUE, ASSESSOR'S PARCEL NO. 132-041-21, FROM O-P (OFFICE PROFESSIONAL) TO C-1 (NEIGHBORHOOD COMMERCIAL).

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on August 20, 2020, does hereby recommend adoption of an ordinance approving Amendment No. A-029-2020 to rezone a property located at 8932 Katella Avenue (Assessor's Parcel No. 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial).

BE IT FURTHER RESOLVED in the matter of Amendment No. A-029-2020, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by David N. Alagband, with authorization from the property owner, Gilles Sensenbrenner.
2. A request to rezone a property located at 8932 Katella Avenue (Assessor's Parcel No. 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial).
3. The subject site has a General Plan Land Use Designation of Light Commercial and is currently zoned O-P (Office Professional).
4. The Planning Commission hereby determines that this project is exempt pursuant to Article 19, Section 15301, Existing Facilities, of the California Environmental Quality Act.
5. Existing land use, zoning, and General Plan Land Use designation of the areas included in this Code Amendment and in their vicinity have been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on August 20, 2020, 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 August 20, 2020, and considered all oral and written testimony presented regarding the project; 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 site is improved with an existing multi-tenant center, located on the south side of Katella Avenue, west of Magnolia Street. The center is comprised of eight (8) tenant spaces of approximately 12,080 square feet of commercial/office space. The center includes a "barber/beauty shop" use and five (5) general office uses. Two (2) of the eight (8) suites are vacant.

The subject property is zoned O-P (Office Professional) with a General Plan Land Use Designation of Light Commercial. The property is adjacent to C-1 (Neighborhood Commercial) zoned properties to the east developed with commercial retail uses, PUD-109-96 (Residential Planned Unit Development) zoned properties to the south developed with small-lot subdivision single-family dwellings, and an O-P (Office Professional) zoned property to the west developed with a residential care facility. Across Magnolia Street, to the east, is a C-1 zoned property developed with a multi-tenant commercial retail shopping center. An additional multi-tenant commercial retail shopping center is located at the northeast corner of Katella Avenue and Magnolia Street, located within unincorporated land of the County of Orange. Across Katella Avenue, to the north of the subject property, are multiple properties located within the jurisdictional boundaries of the City of Stanton and unincorporated land of the County of Orange developed with commercial retail uses, an apartment complex, and a gas station.

Pursuant to a request filed by the previous property owner, in 1998, the City of Garden Grove approved Amendment No. A-190-98, which rezoned the subject property from C-1 (Neighborhood Commercial) to O-P (Office Professional), and also approved Amendment No. A-191-98, which amended Title 9 of the Municipal Code to allow "ambulance service" uses in the O-P zone, subject to approval of a Conditional Use Permit. Concurrently, the City also approved Conditional Use Permit No. CUP-427-98 to allow the operation of an ambulance service business on the subject property. According to business license records, the ambulance service business closed its operation in 2004.

FINDINGS AND REASONS:

1. The proposed zone change Amendment is internally consistent with the goals, policies, and elements of the General Plan. The subject site has a General Plan Land Use Designation of Light Commercial (LC). The LC Land Use Designation includes a variety of retail service establishments, including restaurants, and is implemented through both the C-1 (Neighborhood Commercial) and C-2 (Community Commercial) zoning districts. Accordingly, rezoning the subject site from O-P (Office Professional) to C-1 would be consistent with the Light Commercial General Plan Land Use Designation and the associated goals and policies of the General Plan.

2. The proposed zone change Amendment, rezoning the subject property from O-P (Office Professional) to C-1 (Neighborhood Commercial), will ensure a degree of compatibility with surrounding properties and land uses. The proposed C-1 zoning designation is consistent with the existing zoning patterns in the surrounding area, which includes other C-1 zoned properties and various multi-tenant commercial retail shopping centers. Analysis and findings of a trip generation memo, prepared by a professional consulting firm, RK Engineering Group, Inc., who specializes in traffic engineering, concluded that under the proposed C-1 (Neighborhood Commercial) zoning, the expected trip generation forecasts to result in minimal increase in trips with no significant traffic impact on the surrounding traffic circulation system. The subject property has sufficient land and parking area for the uses permitted under the C-1 zone, and the application of the appropriate Title 9 provisions for site landscaping, parking, vehicular and pedestrian access, noise, and other requirements applicable to those uses permitted in the C-1 zone will ensure that the proposed rezone will have a reasonable degree of compatibility with surrounding uses and will not adversely affect the public health, safety, and welfare.

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 zone change Amendment possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.D.2 (Zone Change). The proposed zone change Amendment will rezone a property located at 8932 Katella Avenue (Assessor's Parcel No. 132-041-21) from O-P (Office Professional) to C-1 (Neighborhood Commercial).

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT STAFF REPORT

AGENDA ITEM NO.: C.4.	SITE LOCATION: Southwest corner of Harbor Boulevard and Trask Avenue, located at 13531-13551 Harbor Boulevard.
HEARING DATE: August 20, 2020	GENERAL PLAN: Heavy Commercial
CASE NOS.: Site Plan No. SP-087-2020, and Tentative Parcel Map No. PM-2023-2020	ZONE: C-3 (Heavy Commercial)
APPLICANT: William T. Truxaw	CEQA DETERMINATION: Exempt, CEQA Guidelines §15332 (In-Fill Development Project)
PROPERTY OWNER: Donald Jensen	APNS: 100-122-11, 12, 22 and 23

REQUEST:

The applicant requests Site Plan approval to construct a new 43,934 square foot self-storage facility with an office and a manager’s dwelling along with associated site improvements on a property located at 13531 and 13551 Harbor Boulevard. In conjunction with the request, the applicant is requesting Tentative Parcel Map approval to consolidate (4) separate parcels into one (1) single lot to accommodate the construction of the new self-storage facility.

BACKGROUND:

The property is located at the southwest corner of Harbor Boulevard and Trask Avenue, and is located to the south and west of an existing commercial lot that is improved with a gas station. The property is irregularly-shaped with dual frontage on both arterial streets, and is 1.84 acres in size. The site has a General Plan Land Use Designation of Heavy Commercial and is zoned C-3 (Heavy Commercial). The property abuts a C-3 zoned property and the California State Route 22 (CA-22) to the north; C-3 zoned properties to the south; an M-1 (Light Industrial) zoned property to the west; and C-2 (Community Commercial) zoned properties, across Harbor Boulevard, to the east. Surrounding uses that abut the subject property include a gas station to the north; a fleet vehicle storage and a restaurant to the south; different industrial types of uses that include wholesale, warehousing, vehicle repair to the west; and a commercial shopping center, across Harbor Boulevard, to the east.

The property is improved with a single-story office building that was used as a statutory

business from 1979 to 2020. After the statutory business ceased its operation, the site is currently been used by Kia Corporation for vehicle storage; however, according to the property owner, this is a month-to-month leasing agreement, and the site will be vacated to leave place for the proposed development once construction begins.

The applicant proposes to demolish all the existing on-site improvements to construct a new 43,934 square foot self-storage facility with an office, and a manager’s residence along with associated site improvements. In conjunction with the request, the applicant also requests Tentative Parcel Map approval to consolidate four (4) existing parcels on the property into one (1) single lot to accommodate the construction of the new storage facility.

DISCUSSION:

PROJECT STATISTICS

	Provided	Required	Meets Code
Lot size:	1.84 acres (80,081 s.f.)	1 acre (43,560 s.f.)	Yes
Building height:	32'-0"	35'-0" or 3 stories	Yes
F.A.R.	0.54	Max. 0.55	Yes
Building setbacks:			
• Front (East)	82'-0"	20'-0"	Yes
• Rear (West)	10'-0"	10'-0"	Yes
• Side street (North)	20'-0"	20'-0"	Yes
• Side (South)	10'-0"	0'-0"	Yes
Parking:			
• Self-storage facility	15 spaces	9 spaces	Yes
• Manager's residence	2-car enclosed garage	2 covered spaces	Yes
• Landscaping area: (10% of the net developed area, excluding the required setback area)	12,536 s.f. (15.7%)	8,008 s.f. (10%)	Yes

SITE DESIGN

Site design, location, and circulation

The property is located at the southwest corner of Harbor Boulevard and Trask Avenue, and is located to the south and west of an existing commercial lot that is improved with a gas station. The property is irregularly shaped with dual frontage on both arterial streets, and is 1.84 acres in size. Figure 1 shows the shape and the location of the subject site. The applicant proposes to demolish all of the existing on-site improvements

in order to construct a new, 43,934 square foot, self-storage facility, along with associated site improvements.

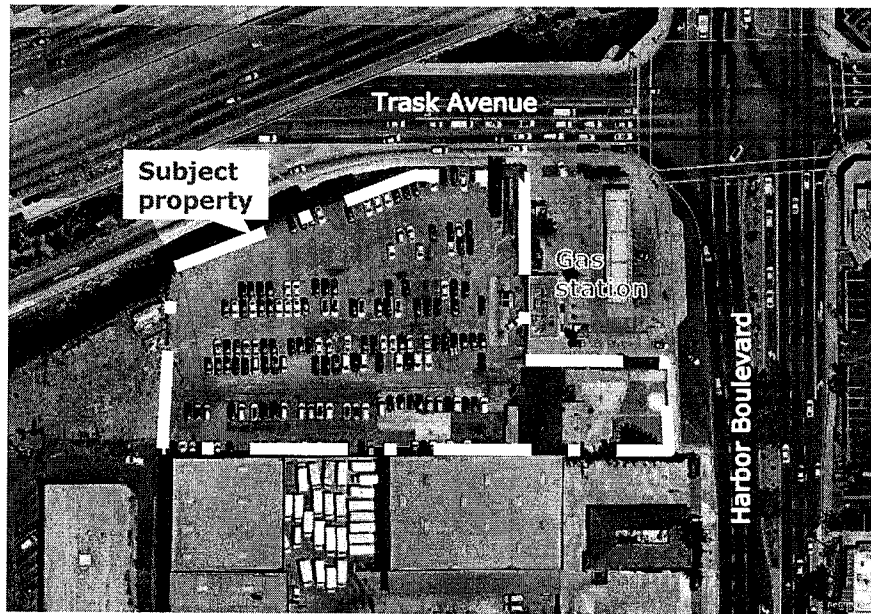


Figure 1: The subject property is located on the southwest corner of Harbor Boulevard and Trask Avenue, and is located to the south and west of an existing commercial lot that is improved with a gas station. The property is irregularly-shaped with dual frontage on both arterial streets.

Section 9.16.020.050.BJ of the Municipal Code requires any C-3 zoned property that will be used as a self-storage facility to have a minimum lot size of one (1) acre, with a minimum lot depth of 200 feet measured from the front lot. The subject property is 1.84 acres in size, and has a lot depth of 465.46 feet measured from the front (easterly) property line.

In addition, the Municipal Code also requires self-storage facilities to have primary access on a secondary arterial street as defined by the Orange County Master Plan of Arterial Highways. The subject property is bounded by Harbor Boulevard to the east, and Trask Avenue to the north. Trask Avenue is classified as a secondary arterial street, and Harbor Boulevard is classified as a major arterial street.¹ Based on the proposed design, the subject property will be accessed by Harbor Boulevard. Although the property does not have a direct access off a secondary arterial street as required by the Municipal Code, Harbor Boulevard, which is a major arterial, will be able to accommodate all the traffic generated by the proposed use. Indeed, the subject property possesses characteristics that meet the intent of the Code.

¹ Secondary arterial is a four-lane corridor that distributes traffic between local streets and major and primary streets; while a major arterial is a six-lane corridor that carries a large volume of regional traffic not handled by freeways.

Based on the Title Report that is provided by the applicant, there is an easement on the southerly portion of the adjacent gas station site to allow access to the subject site from Harbor Boulevard; however, this access will no longer be used, based on the proposed plan, as the site will be accessed directly from the public right-of-way by the main driveway approach located on the east side of the subject property, along Harbor Boulevard.

The applicant proposes to widen the existing driveway approach to 30 feet to support the proposed development. The modified driveway approach will lead to a new, L-shaped drive aisle, along the shared property lines with the adjacent gas station, to provide a single-shared, vehicular access to all the parking spaces within the development. The portion of the drive aisle that is located along the northerly property line will be 30 feet wide, while the portion that is located along the easterly property line will be increased to 32 feet wide. The drive aisle is also designed with a 20-foot wide hammerhead turnaround, located on the north side of the property, to accommodate the fire truck access in case of an emergency.

In addition, the design also includes a new 4'-0" wide pedestrian walkway, which originates from the public right-of-way to the front of the building, and continues along the side of the building as a striped path-of-travel within drive aisle.

The design also includes a metal gate with a Knox box on the driveway to secure the facility. The gate will be installed adjacent to the building, and will be set back 82 feet from the front property line. The project has been designed to provide efficient on-site vehicle and pedestrian circulation.

The proposed facility is designed to be oriented toward Harbor Boulevard. While the Municipal Code requires the facility to observe a 20 foot front and side street setback, the proposed facility will be set back approximately 82 feet from the front property line, and 20 feet from the street side property line. Therefore, the proposed facility complies with the minimum building setback as required by the Garden Grove Municipal Code.

The proposed floor plan will consist of a 40,945 square foot storage area, a 1,200 square foot office area, and a 916 square foot manager's residence (excluding a two-car garage and a private outdoor open space). While the office area and manager's residence will be located at the front (east side), the storage area will occupy the remaining rear area (west side) of the building.

Self-storage area

The self-storage area will occupy 40,945 square feet of the building. The area is designed to be single-story, with a building height of 18'-0" as measured from finished floor to top of parapet. Based on the proposed floor plan, a total of 856 stacked storage units, which vary from 25 square feet to 330 square feet, will be provided. A total of 307 standard sized units, which are 8'-0" tall, will be placed on the ground level; while 549 locker-sized units, which are 6'-0" tall, will be stacked on top of the standard units. No mezzanine is included in the proposed floor plan. All stacked units will be accessible

by movable platform ladders that will be provided by the operator. All units will be designed to provide adequate accessibility and ADA compliance.

The storage area is directly accessible from the parking lot by three (3) entrances located along east side of the building. Customers with current account status will be able to access the storage area through the security gate access from 6:00 a.m. to 9:00 p.m., 7 days-a-week. The facility also includes an emergency exit door located on the north side of the building. Thus, the proposed self-storage area will provide safe ingress and egress access for employees and customers.

Office area

The office area is 1,200 square feet in size, and is located at the eastern portion (front) of the facility. The floor plan consists of a lobby area that is open to the customer services counter, a manager's office, and two (2) unisex restrooms. A trash enclosure and an electrical room, located to the east of the office area, are also provided.

The operation hours for the office will be from 9:00 a.m. to 6:00 p.m., Monday through Saturday; and 10:00 a.m. to 4:00 p.m. Saturdays and Sundays.

Manager's residence

Section 9.16.020.050.BJ of the Municipal Code requires new self-storage facilities to include an on-site manager's residence that complies with minimum dwelling unit areas as identified in the multiple-family development standards. Based on the proposed plan, the design includes a manager's residence located on the second floor, right above the office area. The unit will be 916 square feet in size. The floor plan will consist of a living room, a kitchen-dining area, one (1) common bathroom, one (1) primary bedroom with a private bathroom, and one (1) standard bedroom. The unit will be accessible by a 175 square foot entry area with a stairway, located behind the office area. The manager's residence is also provided with a 300 square foot, private, open yard area adjacent to the front entrance of the unit. In addition, a 400 square foot, enclosed, two-car garage is also provided for the manager's unit.

Parking

Section 9.16.040.150 of the Municipal Code parks a self-storage facilities at the ratio of one (1) space per 250 square feet of gross floor area of manager's office and residence, plus two (2) covered spaces for manager's residence. With 1,200 square feet of office space and 916 square feet of residence area, a total of nine (9) parking spaces and two (2) covered spaces for the manager's residence will be required to support the proposed use. The project will provide five (5) standard parking spaces, which are 20 feet long, located in front of the office area; and 10 parking spaces that are 30 feet long to accommodate larger vehicles, located along of the front of the storage area for a total 15 parking spaces, along with an enclosed two-car garage for the manager's residence. Thus, the project exceeds the minimum parking requirements of the Municipal Code.

Landscaping

The Garden Grove Municipal Code requires all of the setback areas to be fully landscaped, except for points of ingress and egress. In addition, the Municipal Code also requires ten percent (10%) of all net developable site, excluding required setbacks, to be landscaped. In other words, the project is required to provide a minimum of 8,008 square feet of landscaping outside the required setback area. Based on the proposed plan, the project will provide 5,344 square feet of landscaping within the required setback, and additional 12,536 square feet (15.7%) of landscaping throughout the site. With a total of 17,880 square feet of landscaping, the project exceeds the minimum landscaping required. The applicant is required to provide a landscape and irrigation plan to the City that complies with the landscaping and water efficiency requirements of Title 9 of the Municipal Code.

Building Design

The proposed self-storage facility incorporates modern and contemporary architectural style to have the appearance of an industrial building that will be compatible with the immediate, commercial/industrial area. The building includes different forms of massing. While the majority of the building will be single story, and 18'-0" feet in height as measured from finished floor to top of parapet; the design also includes three (3), 32-foot towers, located on the northeast, northwest and southeast corners of the building. The tower elements will eliminate the box-shaped design, and will function as architectural features for the project.

The exterior finishes of the building will consist of earthy tone colored stucco (such as light green, beige, and gray color) with stucco reveal channels. The design also includes the use of multiple faux roll-up doors on the north and east elevation to eliminate the appearance of the long and blank wall. In addition, the three towers will be plated with copper colored metal panels, and will include store front windows, and decorative metal awnings to further accentuate the industrial architectural style.

Signage

Any proposed signage will be required to comply with the sign standards as set forth by the Title 9 of the Municipal Code. A separate sign application will be submitted, and a building permit will be obtained for the proposed on-site signage.

TENTATIVE PARCEL MAP

The subject property consists of four (4) separate parcels. Since the California Building Code prohibits buildings to be constructed over property lines, the applicant is requesting a Tentative Parcel Map approval to consolidate all four (4) parcels into one (1) single lot to accommodate the construction of the new self-storage facility. The proposed Tentative Parcel Map No. PM-2023-2020, along with all of the proposed site improvements, conforms with the City's General Plan, the City's Subdivision Ordinance, the C-3 zone requirements, and the State's Subdivision Map Act.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

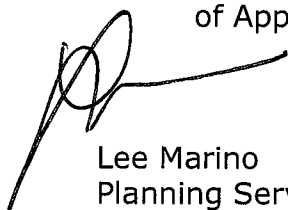
Staff recommends the Planning Commission find the proposed development to be exempt from the California Environmental Quality Act ("CEQA"), pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Reg. § 15332). The CEQA's Class 32 exemption requires: (1) the proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within City limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services. Each of these findings can be made.

The applicant is proposing to demolish all of the existing on-site improvements, and to construct a new, 43,934 square foot self-storage facility with associated site improvements on a 1.84 acres, C-3 zoned property. A self-storage facility is a permitted use in C-3 (Heavy Commercial) zone, and will be consistent with the Heavy Commercial General Plan Land Use Designation and applicable General Plan policies, and it is compatible with the immediate area that is improved with various commercial/industrial types of uses. In addition, four (4) technical studies relating to traffic, noise, air quality and water quality have been prepared, which demonstrate that the project would not cause any significant impact to the environment.

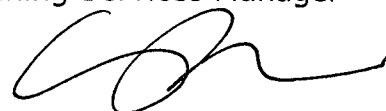
RECOMMENDATION:

Staff recommends that the Planning Commission take the following action:

- Adopt Resolution No. 5999-20 approving Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020, subject to the recommended Conditions of Approval.



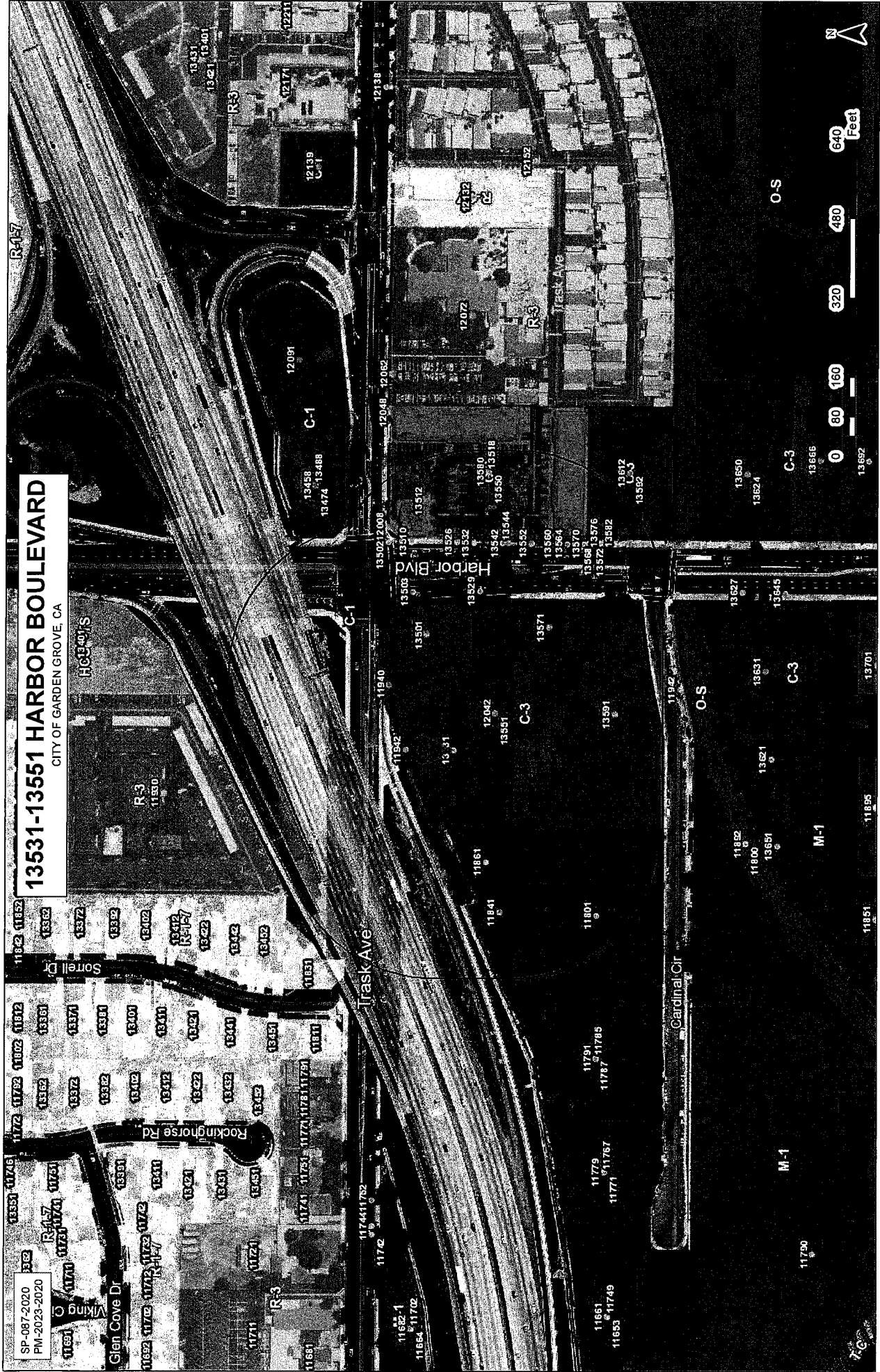
Lee Marino
Planning Services Manager



By: Huong Ly
Assistant Planner

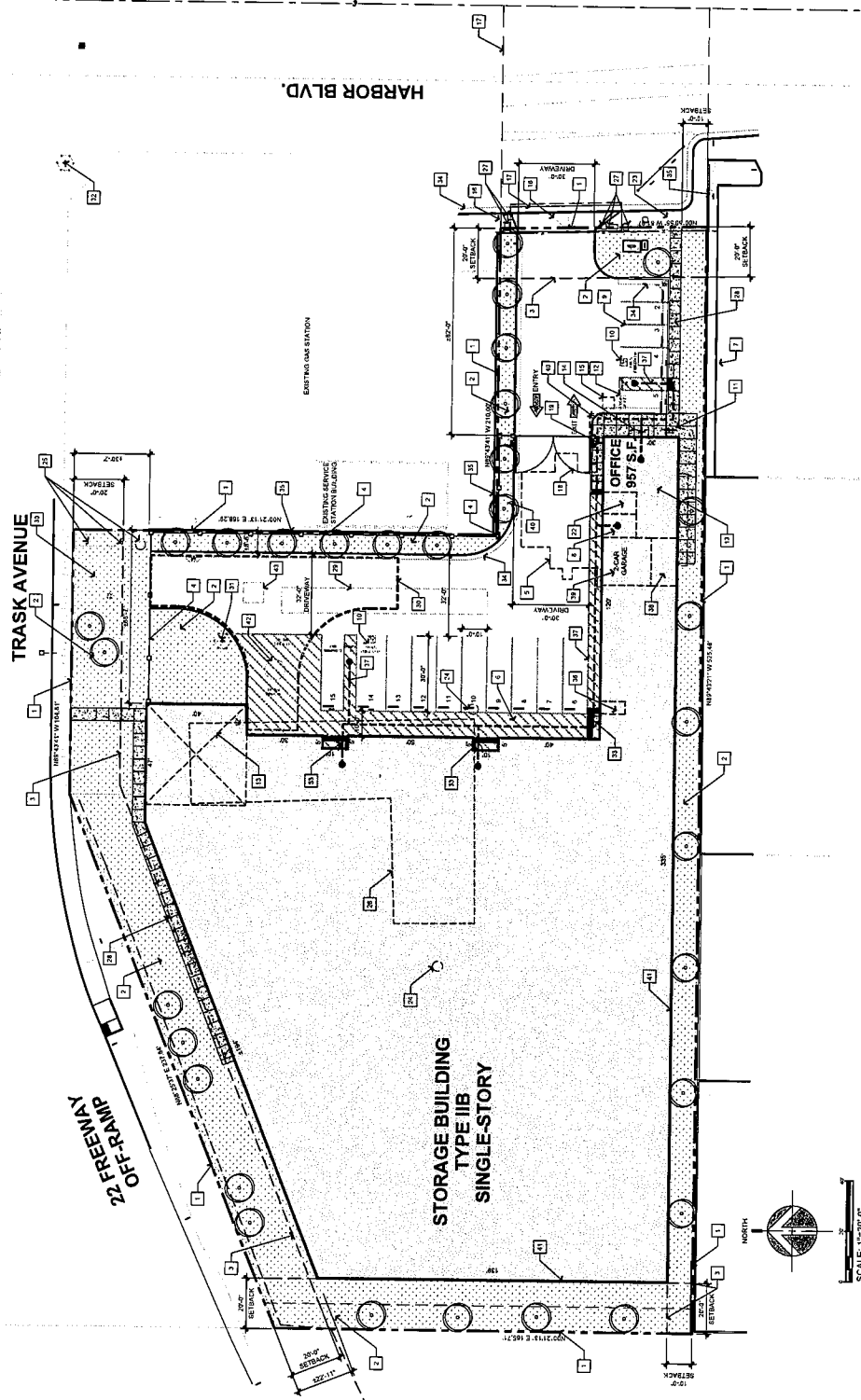
13531-13551 HARBOR BOULEVARD

CITY OF GARDEN GROVE, CA



KEY NOTES

- 1 PROPERTY LINE
- 2 LANDSCAPE AREA
- 3 SETBACK
- 4 NEW WROUGHT IRON FENCE
- 5 EXISTING BUILDING TO BE REMOVED
- 6 LOADING AREA
- 7 EXISTING TREES
- 8 TRUCKING/RECYCLING ENCLOSURE
- 9 PARKING SPACE, TYP.
- 10 VAN ACCESSIBLE PARKING SPACE
- 11 BULK TRUCK
- 12 CLEAN AIR VEHICLE PARKING
- 13 ARCH TOWER
- 14 OFFICE ENTRANCE
- 15 EXISTING WALKWAY TO BE RELOCATED
- 16 EXISTING CURB CUT TO BE RELOCATED
- 17 NEW DRIVEWAY, SEE CIVIL
- 18 SWING GATE
- 19 PEDESTRIAN ACCESS GATE
- 20 AVIATION PROJECTION ABOVE
- 21 CORNER PROJECTION ABOVE
- 22 ELECTRICAL ROOM
- 23 EXISTING LIGHT POLE TO BE REMOVED
- 24 EXISTING DRIVEWAY SIGNS TO REMAIN
- 25 EXISTING FREESHADING CANOPY TO BE REMOVED
- 26 UTILITY HOLES LOCATION, SEE CIVIL
- 27 NEW PEDESTRIAN EMERGENCY EXIT WALKWAY
- 28 UNDERGROUND STORAGE, SEE CIVIL
- 29 FIRE DEPARTMENT HAMMERHEAD TURN ARROUND
- 30 NEW PRIVATE FIRE HYDRANT
- 31 EXISTING PUBLIC FIRE HYDRANT
- 32 BUILDING ACCESS
- 33 GUTTER LOCATION, SEE CIVIL
- 34 EXISTING RETAINING WALL
- 35 FIRE RISER ROOM
- 36 ACCESSIBLE PATH OF TRAVEL
- 37 RESIDUE ENTRANCE/STAIRS
- 38 REFERENCED CAR GARAGE
- 39 45' TYP.
- 40 44' RATED WALKWAY FIRE RAMP AREA
- 41 UNDERGROUND SUMP PUMP, SEE CIVIL
- 42 UNDERGROUND MOTILIAN WETLANDS, SEE CIVIL

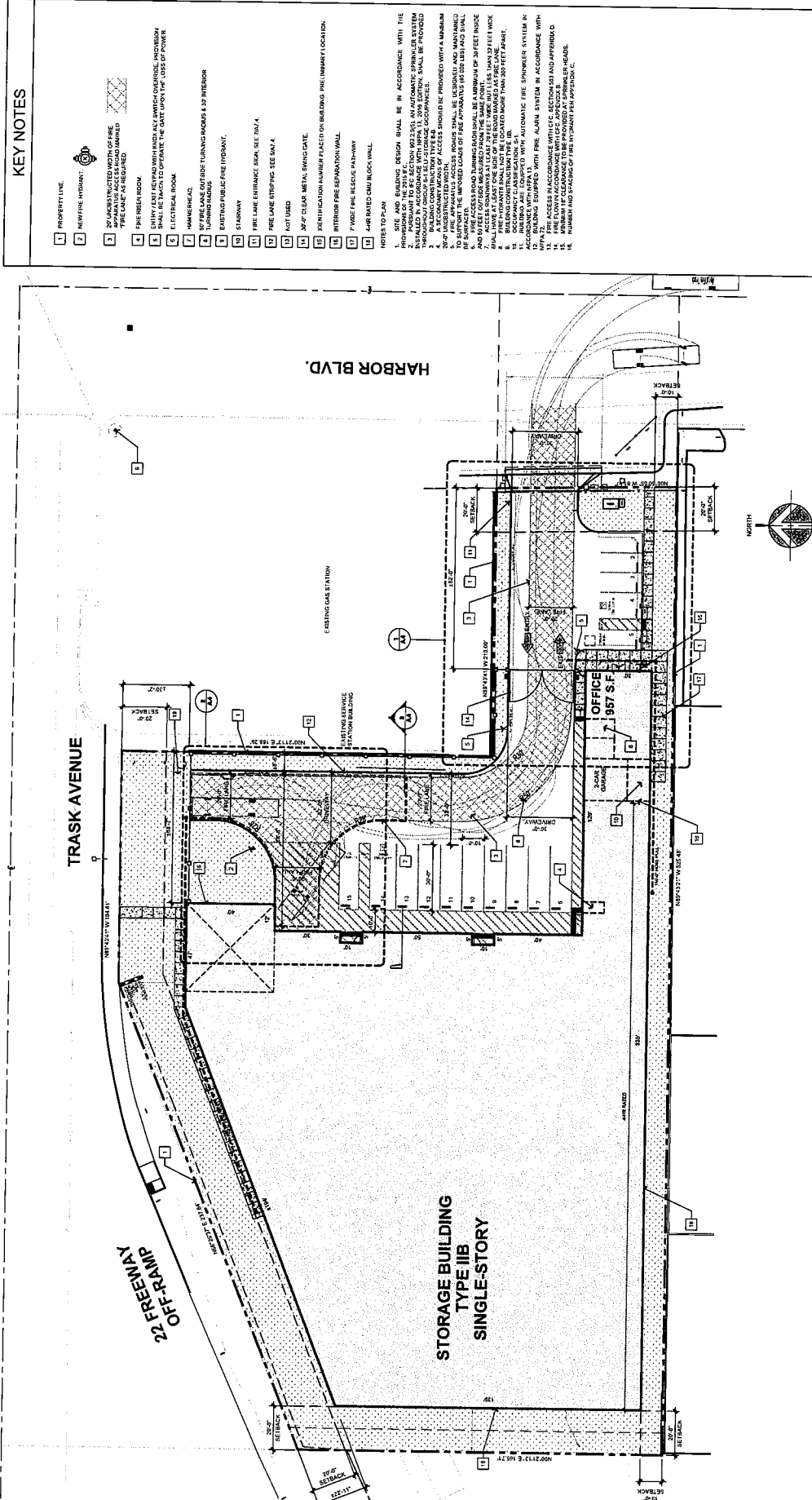


DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

SITE PLAN
A.2

JOB NUMBER: 18431
 AS NOTED
 SCALE: AS SHOWN
 DATE: 08/25/2018





KEY NOTES

- 1 PROPERTY LINE
- 2 NEW FIRE HYDRANT
- 3 20' UNOBSTRUCTED WIDTH OF FIRE ESCAPE REQUIRED - UNIMPAVED FIRE LANE AS REQUIRED
- 4 FIRE RISER ROOM
- 5 EXISTING SEWER MAIN WITH 18" DIA. COVER - APPROXIMATE LOCATION SHALL BE TYPICAL TO OPERATE THE GATE UNDER THE USE OF POWER
- 6 ELECTRICAL ROOM
- 7 HANGAR HEAD
- 8 30" FIRE LANE OUT FIST TURNING RADIOS 1 1/2' INTERIOR TURNING RADIOS
- 9 EXISTING PUBLIC FIRE HYDRANT
- 10 STARWAY
- 11 FIRE LANE ENTRANCE SIGN, SEE SNA.4
- 12 FIRE LANE STRIPING, SEE SNA.4
- 13 NOT USED
- 14 30" CLEAR METAL BRIDGE GATE
- 15 INDICATION NUMBER PLACED ON BUILDING - PRELIMINARY LOCATION
- 16 INTERIOR FIRE SEPARATION WALL
- 17 7' WIDE FIRE ESCAPE PASSWAY
- 18 4" DIA. RATED GYM BLOCK WALL

NOTES TO PLAN

1. SITE AND BUILDING DESIGN SHALL BE IN ACCORDANCE WITH THE CALIFORNIA FIRE CODE AND ALL APPLICABLE REGULATIONS.
2. PERMANENT TO BE ACTION REQUIRED AN AUTOMATIC SPRINKLER SYSTEM THROUGHOUT THE ENTIRE BUILDING IS REQUIRED.
3. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
4. A SECONDARY METHOD OF ACCESS SHOULD BE PROVIDED WITH A MINIMUM 10' CLEARANCE TO THE IMPROVED GRADE OF THE APPROXIMATE LOCATION OF THE ACCESS ROAD TURNING POINT SHALL BE A MINIMUM OF 30 FEET INSIDE THE ACCESS ROADWAY AT EACH END. THE TURNING POINT SHALL BE LOCATED WITHIN THE PROPERTY LINE.
5. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
6. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
7. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
8. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
9. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
10. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
11. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
12. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
13. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
14. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
15. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
16. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
17. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
18. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
19. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.
20. ALL EXISTING UTILITIES SHALL BE IDENTIFIED AND PROTECTED.



DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

PROJECT NUMBER: 18-011
 SCALE: AS NOTED
 DATE: 09/25/2018

A.3

SCALE: 1"=20'-0"

NORTH

22 FREEMAN OFF-RAMP

TRASK AVENUE

HARBOR BLVD.

EXISTING GAS STATION

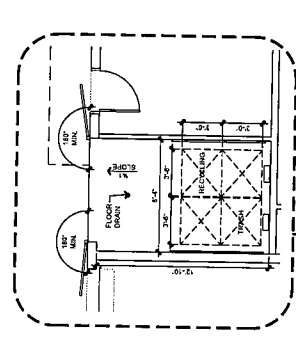
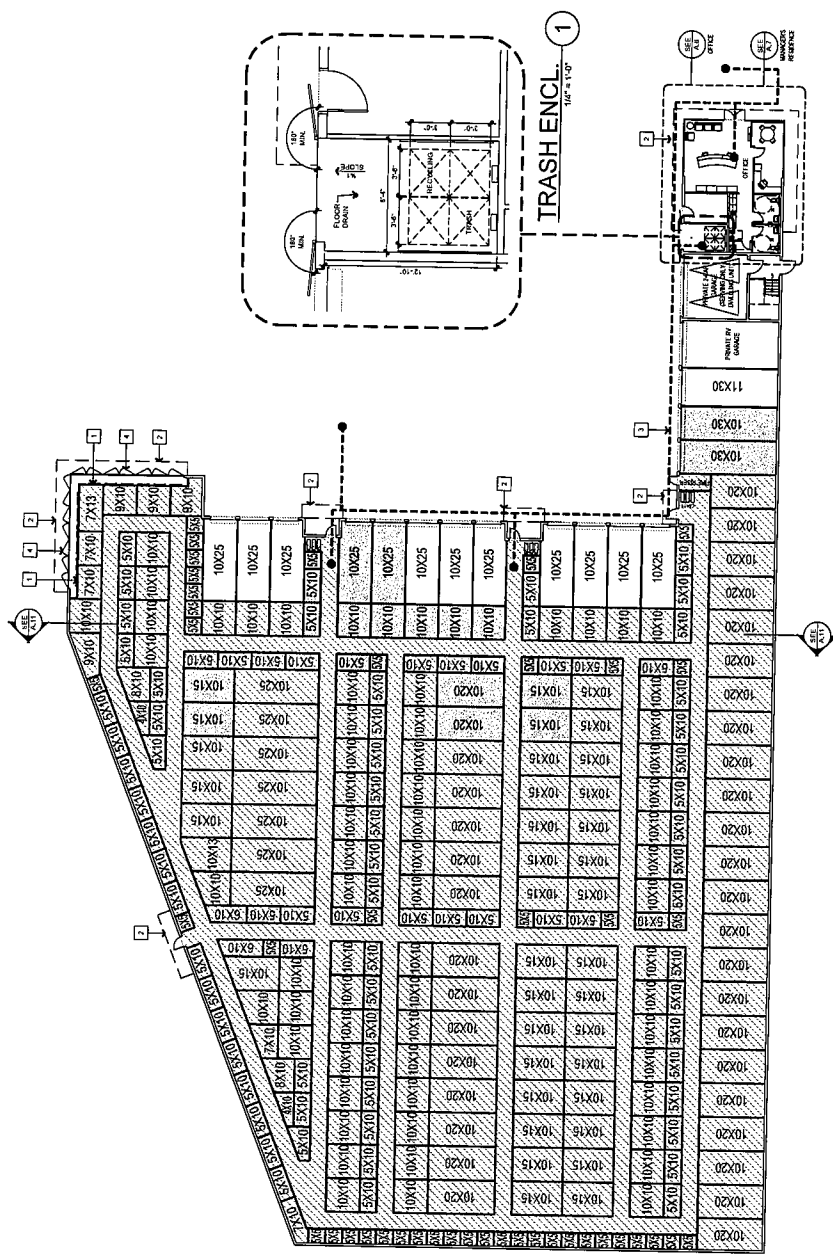
OFFICE

7,957 S.F.

STORAGE BUILDING TYPE IIB SINGLE-STORY

KEY NOTES

- 1 CLIMATE CONTROL AREA
- 2 REGIONAL ACCESSIBLE STORAGE UNIT
- 3 DISPLAY ROLL-UP DOOR
- 4 CLOSET PROJECTION (ARROWS)
- 5 ACCESSIBLE PATH OF TRAVEL
- 6 BIKERWAY PANELS



**DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA**



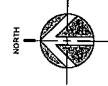
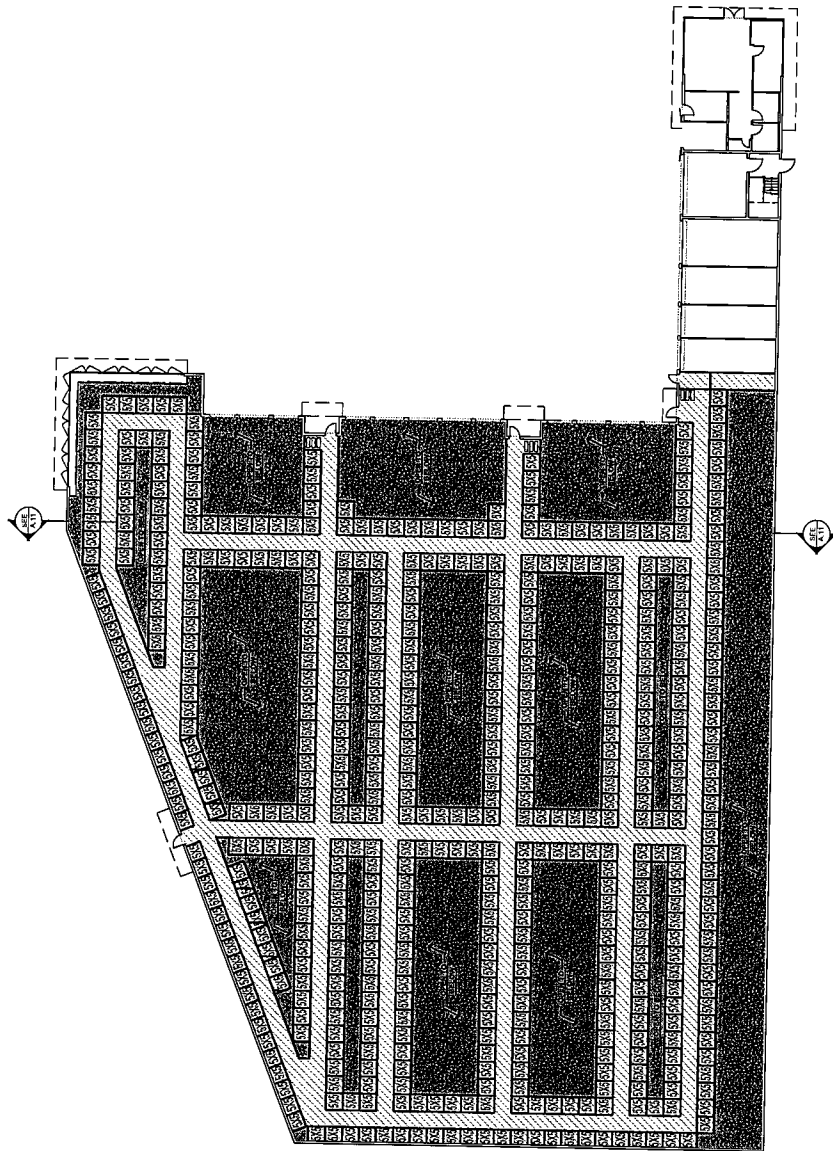
FLOOR PLAN A.4

JOB NUMBER: 18-611
SCALE: 1/8" = 1'-0"
DATE: 09/25/2018

18000 Harbor Boulevard, Suite 100, Garden Grove, CA 92647
Tel: 714.962.1111
Fax: 714.962.1112
www.jordanarchitects.com

KEY NOTES

- CLIMATE CONTROL AREA
- ESG/PAVED ACCESSIBLE SURFACE UNIT
- DISPLAY ROLLUP DOORS
- CANOPY PROJECTION (LANDSCAPE)
- ACCESSIBLE PATH OF TRAVEL
- BREAKAWAY PANELS



DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA



LOCKER PLAN A.5

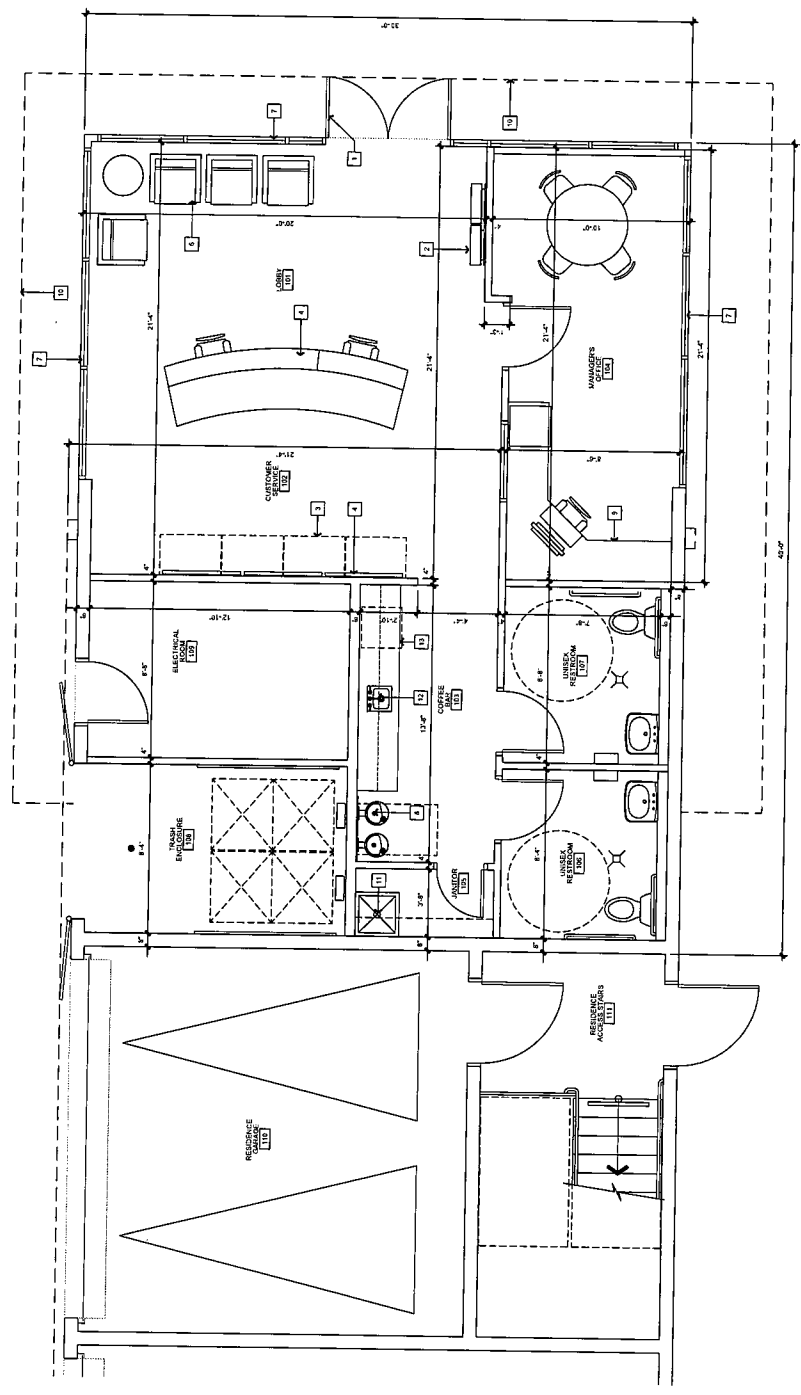
JOB NUMBER: 18-011
 SCALE: 1/8" = 1'-0"
 DATE: 09/25/2018

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KEY NOTES

- 1 OFFICE LOBBY ENTRANCE
- 2 GRID WALL - REPAIR CABINET
- 3 FILE CABINET COUNTER
- 4 WALL MOUNTED VIDEO SECURITY SYSTEM MONITORS
- 5 CUSTOMER SERVICE DESK
- 6 FURNITURE BY OWNER
- 7 STOREFRONT WINDOWS. SEE ELEVATIONS.
- 8 DRINKING FOUNTAINS
- 9 MANAGERS DESK
- 10 CANDY PROJECTION ABOVE
- 11 MOP SINK
- 12 COFFEE COUNTER SINK AND CABINETS
- 13 UNDER CABINET REFRIGERATOR BY OWNER

KEY PLAN



DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

OFFICE PLAN
A.6



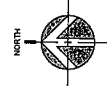
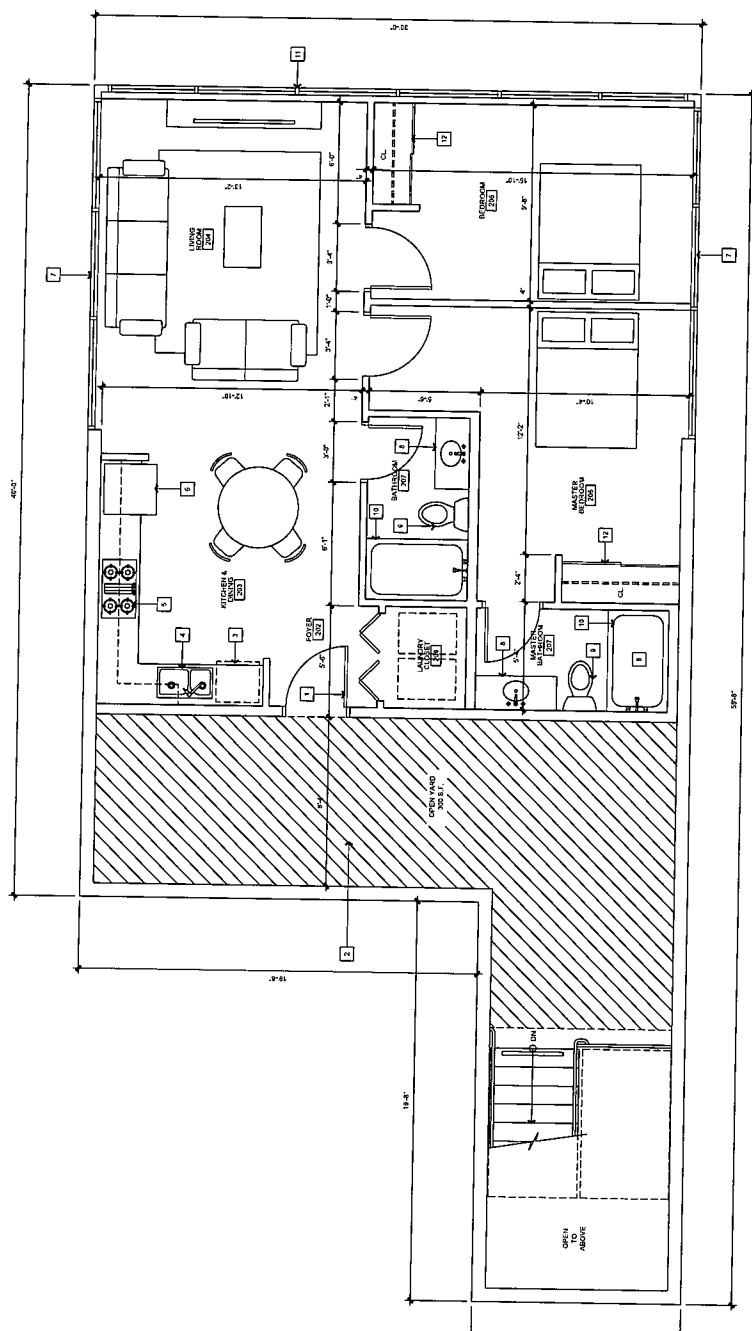
JOB NUMBER: 19-411
 DATE: 08/25/2018

DESIGNED BY: JORDAN ARCHITECTS, INC.
 DRAWN BY: JORDAN ARCHITECTS, INC.
 CHECKED BY: JORDAN ARCHITECTS, INC.
 PROJECT LOCATION: 19411 HARBOUR BLVD, GARDEN GROVE, CA 92647

KEY NOTES

- 1 4" MIN. LIGHT POW WALL
- 2 REFRIGERATOR
- 3 KITCHEN SINK
- 4 DISHWASHER
- 5 STOVE/OP W/ MICROWAVE
- 6 TOILET
- 7 BATHROOM SINK
- 8 SHOWER/BATH TUB
- 9 WASH/DRYER

KEY PLAN



DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA



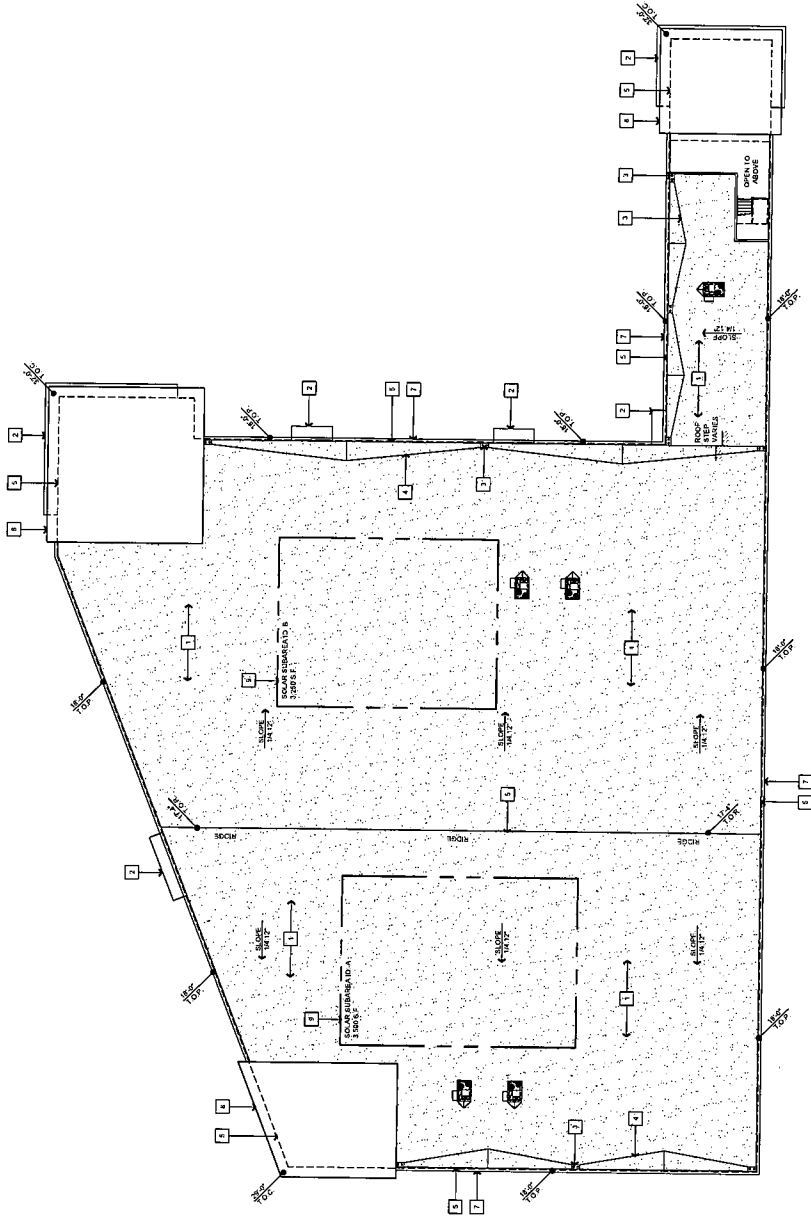
RESIDENCE PLAN A.7

JOB NUMBER: 18-411
 SCALE: 3/8" = 1'-0"
 DATE: 05/25/2018

18000 Harbor Blvd., Suite 100, Garden Grove, CA 92647
 714.636.1000
 www.jordanarchitects.com
 Jordan Architects, Inc. is an Equal Opportunity Employer
 M/F/D/V

KEY NOTES

- 1 TP & ROOFING SYSTEM
 - 2 PROJECTION BELOW
 - 3 ROOF DRAIN TYP
 - 4 ROOF CIRCUIT TYP
 - 5 WALL BELOW
 - 6 ROOF
 - 7 PARAPET
 - 8 ARCHITECTURAL TOWER
 - 9 SOLAR ZONE
- SCALE: AS SHOWN
 ROOF AREA: 43,521 S.F. (10% ± 4.53) S.F.
 SOLAR AREA PROVIDED: 4,704 S.F.

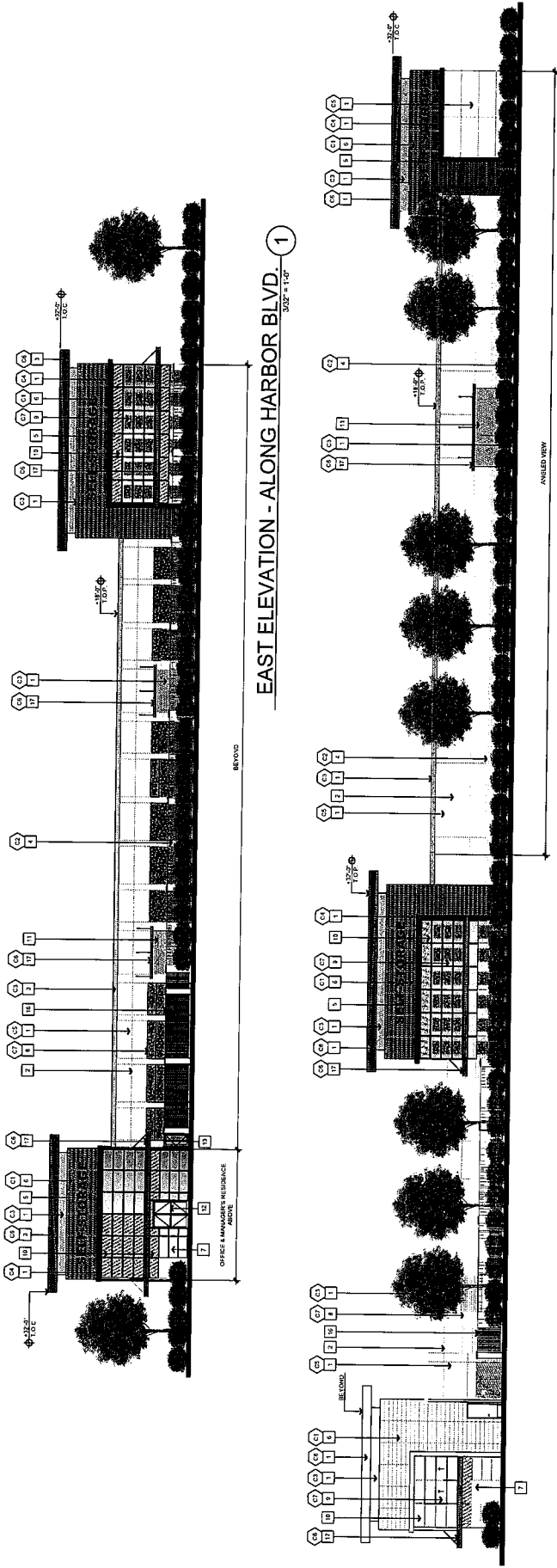


DON JENSEN
HARBOR BOULEVARD SELF STORAGE
 GARDEN GROVE, CA



ROOF PLAN **A.8**

JOS NUMBER: 18-011
 SCALE: 1/8" = 1'-0"
 DATE: 09/25/2018



EAST ELEVATION - ALONG HARBOR BLVD.
30.02' x 1.00'

NORTH ELEVATION - ALONG TRASKAVE
30.02' x 1.00'

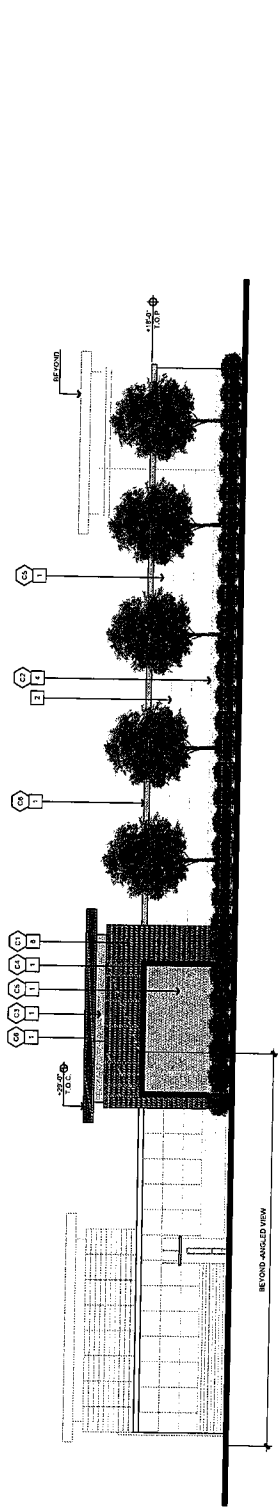
KEY MAP	KEYNOTES	COLOR & MATERIAL BOARD
	<ul style="list-style-type: none"> 1 STUCCO FINISH 2 STUCCO REVEAL CHANNEL 3 CORNICE 4 C.N.U. 5 WALL MOUNTED SIGN, DRAWN FOR DESIGN PURPOSE ONLY, UNDER SEPARATE PERMIT. 6 SMOOTH METAL PANEL 7 GUARDRAIL 8 STORAGE UNIT ROLL-UP DOOR 9 FOUR ROLL-UP DOOR 10 SPANDREL CLANS 11 BUILDING ENTRANCE DOOR 12 OFFICE ENTRANCE 13 FENCED STRAIN ACCESS 14 GATE 15 NEW LANDSCAPE 16 TALL FENCE AND POST. 17 METAL AWNING 	<ul style="list-style-type: none"> 1 ROLL-UP DOORS JANIS INTERNATIONAL COLOR: BLACK 2 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 3 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 4 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 5 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 6 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 7 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 8 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 9 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 10 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 11 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 12 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 13 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 14 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 15 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 16 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK 17 PAINT MANUFACTURER: JAMES INTERNATIONAL COLOR: BLACK

DON JENSEN
HARBOR BOULEVARD SELF STORAGE
 GARDEN GROVE, CA

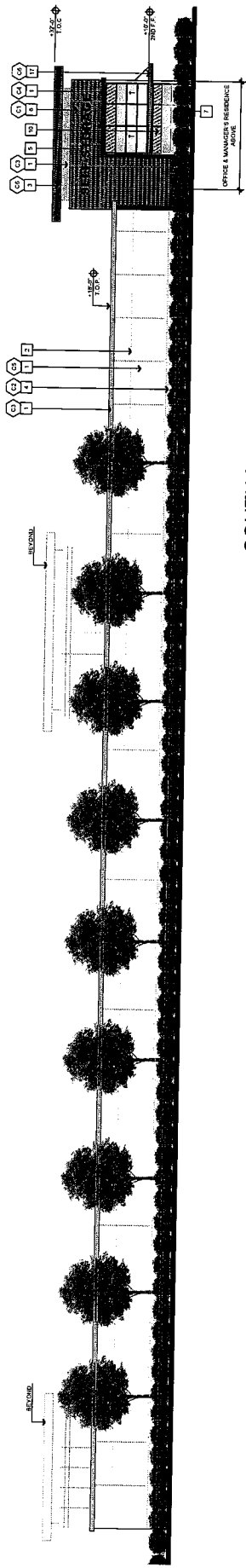
ELEVATIONS
 A.9



JOB NUMBER: 18431
 AS NOTED
 SCALE: AS NOTED
 DATE: 09/25/2018



WEST ELEVATION
3/22' x 7'0"



SOUTH ELEVATION
3/22' x 7'0"

KEY MAP	KEYNOTES	COLOR & MATERIAL BOARD
	<ul style="list-style-type: none"> 1 STUCCO FINISH 2 STUCCO REVEAL CHANNEL 3 CORNICE 4 C.M.U. 5 WALL MOUNTED BEAM SLINKY FOR BEYOND PARKING ONLY 6 UNDER REPAIRS PERMIT 7 SMOOTH METAL PANEL 8 MARKS 9 STORAGE UNIT ROLL-UP DOOR 10 PAINT ROLL-UP DOOR 11 SPANREL GLASS 	<ul style="list-style-type: none"> 12 BUILDING ENTRANCE DOOR 13 OFFICE ENTRANCE 14 FEDESTRIAN ACCESS 15 GATE 16 NEW LANDSCAPE 17 TALL FENCE AND POST 18 METAL AWNING
		<ul style="list-style-type: none"> 19 BOLLARD DOORS MANUFACTURER JAVIS INTERNATIONAL COLOR: NATURAL 20 PAINT MANUFACTURER SHERWIN WILLIAMS COLOR: ROYCEPT COVERED BY 433 21 PAINT MANUFACTURER SHERWIN WILLIAMS COLOR: ROMAN COLUMN SW 702 22 PAINT MANUFACTURER SHERWIN WILLIAMS COLOR: WEST GRAY SW 913 23 METAL PANEL MANUFACTURER MOORE WOODWORK FINISH COLOR: WOODGRIP FINNY 24 C.M.U. MANUFACTURER: BROAD BLOCK FINISH: SPLIT FACE COLOR: NATURAL GRAY - MEDIUM 25 PAINT MANUFACTURER SHERWIN WILLIAMS COLOR: SAGE SW 289

DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA



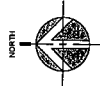
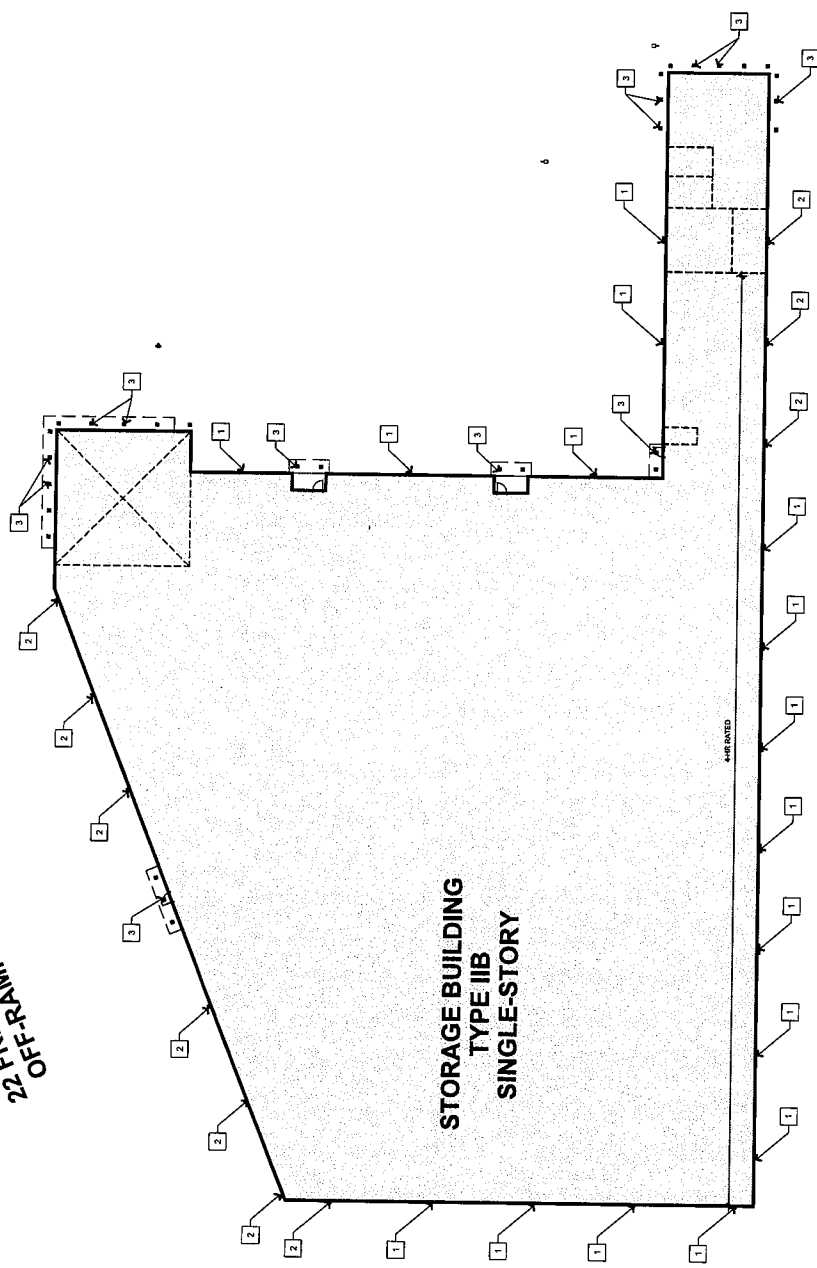
ELEVATION
A.10

PROJECT NUMBER: 18411
DATE: 08/26/10

DESIGNED BY: JORDAN ARCHITECTS, INC.
DRAWN BY: JORDAN ARCHITECTS, INC.

TRASK AVENUE

22 FREWAY
OFF-RAMP



KEY NOTES

- 1 WALL PACK LIGHTING MOUNTED ON BUILDING WALL @ 30' O.C. (SEE DETAIL #1 ON SHEET 18 OF 19)
- 2 ACCENT LIGHTING FIXTURE MOUNTED ON BUILDING WALL @ 12' O.C. (SEE DETAIL #2 ON SHEET 19 OF 19)
- 3 DOWNLIGHT REE DETAIL #3 ON SHEET 18 OF 19

DON JENSEN

HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

LIGHTING PLAN

A.12



JOB NUMBER: 08-011
 SHEET: 18 OF 19
 SCALE: 1/8" = 1'-0"
 DATE: 09/25/2018

DESIGNED BY: DON JENSEN
 DRAWN BY: DON JENSEN
 CHECKED BY: DON JENSEN
 PROJECT: HARBOR BOULEVARD SELF STORAGE
 10000 GARDEN GROVE AVENUE, GARDEN GROVE, CA 92647
 TEL: 714.261.1111 FAX: 714.261.1112
 WWW.JORDANARCHITECTS.COM

WALLPACK
NLS 1

Technical drawing for Wallpack lighting fixture, including a list of specifications and a detailed view of the fixture.

WALLPACK
NLS 1

Technical drawing for Downlight lighting fixture, including a list of specifications and a detailed view of the fixture.

DOWNLIGHT
NLS 3

Technical drawing for Halo lighting fixture, including a list of specifications and a detailed view of the fixture.

HALO
NLS 2

Technical drawing for Accent Light lighting fixture, including a list of specifications and a detailed view of the fixture.

ACCENT LIGHT
NLS 2

Technical drawing for Spotlight lighting fixture, including a list of specifications and a detailed view of the fixture.

Technical drawing for Halo lighting fixture, including a list of specifications and a detailed view of the fixture.

Technical drawing for Downlight lighting fixture, including a list of specifications and a detailed view of the fixture.

Technical drawing for Accent Light lighting fixture, including a list of specifications and a detailed view of the fixture.

DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

Lighting Plan Details

Job Number: 18-611
As Noted
Date: 09/26/18

A.13

Jordan
ARCHITECTS, INC.

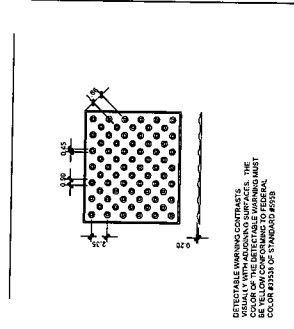
18-611
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA
DATE: 09/26/18

DON JENSEN
HARBOR BOULEVARD SELF STORAGE
GARDEN GROVE, CA

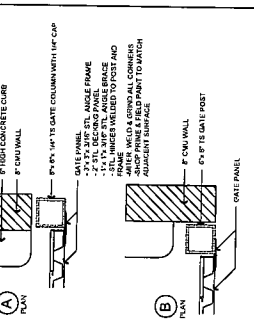
DETAILS
A.14

PROJECT NUMBER: 19-011
SCALE: 1/4" = 1'-0"
DATE: 09/22/2018

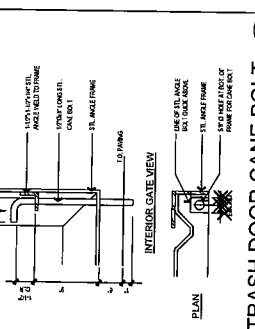
REVISIONS:
1. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS
2. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS
3. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS



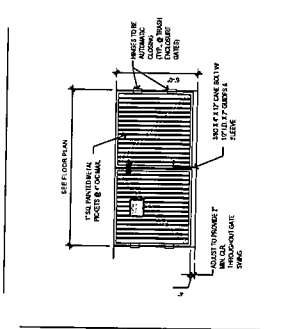
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DETECTABLE WARNING
SCALE: 1/4" = 1'-0"



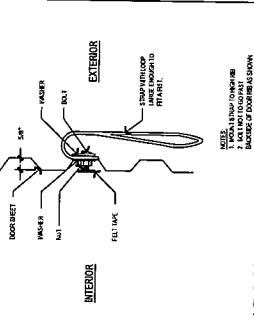
2
GATE POST @ TRASH ENCLOSURE
SCALE: 1/4" = 1'-0"



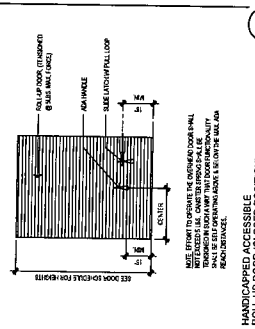
3
TRASH DOOR CANE BOLT
SCALE: 3/8" = 1'-0"



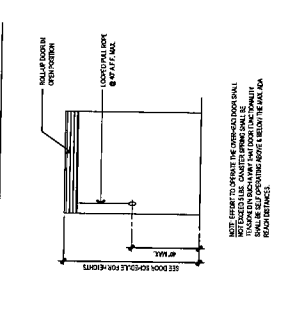
4
TRASH ENCLOSURE GATES
SCALE: 1/4" = 1'-0"



5
ADA HANDLE
SCALE: 1/4" = 1'-0"



6
HANDICAPPED ACCESSIBLE ROLL-UP LABEL CABINET POSITION
SCALE: 3/8" = 1'-0"



7
HANDICAPPED ACCESSIBLE ROLL-UP CABINET POSITION
SCALE: 3/8" = 1'-0"



8
INTERIOR GATE VIEW
SCALE: 3/8" = 1'-0"



9
FRAME DETAIL
SCALE: 3/8" = 1'-0"

REVISIONS:
1. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS
2. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS
3. 09/22/2018: REVISED TO REFLECT
REVISIONS TO THE CONTRACT DOCUMENTS

RESOLUTION NO. 5999-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING SITE PLAN NO. SP-087-2020 AND TENTATIVE PARCEL MAP NO. PM-2023-2020, FOR PROPERTIES LOCATED ON THE SOUTHWEST CORNER OF HARBOR BOULEVARD AND TRASK AVENUE, AT 13531-13551 HARBOR BOULEVARD, ASSESSOR'S PARCEL NOS. 100-122-11, 12, 22 AND 23.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on August 20, 2020, does hereby approve Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020, for properties located on the southwest corner of Harbor Boulevard and Trask Avenue, at 13531-13551 Harbor Boulevard, Assessor's Parcel Nos. 100-122-11, 12, 22 and 23, subject to the Conditions of Approval attached hereto as "Exhibit A".

BE IT FURTHER RESOLVED in the matter of Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The subject case was initiated by William T. Truxaw ("The Applicant")
2. The applicant requests Site Plan approval to construct a new 43,934 square-foot self-storage facility with an office and a manager's dwelling along with associated site improvements on a property located at 13531 and 13551 Harbor Boulevard. In conjunction with the request, the applicant is requesting a Tentative Parcel Map approval to consolidate (4) separate parcels into one (1) single lot to accommodate the construction of the new self-storage facility.
3. Pursuant to the California Environmental Quality Act ("CEQA"), the Planning Commission hereby determines that the proposed project is categorically exempt from the CEQA pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Reg. § 15332). As set forth in the Class 32 exemption, the proposed project is: (1) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (2) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality; and (5) the site can be adequately served by all required utilities and public services. The project is therefore, exempt from CEQA review.
4. The subject site has a General Plan Land Use Designation of Heavy Commercial, and is zoned C-3 (Heavy Commercial). The subject site is approximately 1.84 acres, and is located at the southwest corner of Harbor Boulevard and Trask

Avenue.

5. Existing land use, zoning, and General Plan designation of property within the vicinity of the subject property has been reviewed.
6. Report submitted by City staff was reviewed.
7. Pursuant to a legal notice, a public hearing was held on August 20, 2020, 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 on August 20, 2020, 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 Sections 9.32.030 and 9.40.190, are as follows:

FACTS:

The property is located at the southwest corner of Harbor Boulevard and Trask Avenue, and is located to the south and west of an existing commercial lot that is improved with a gas station. The property is irregularly shaped with dual frontage on both arterial streets, and is 1.84 acres in size. The site has a General Plan Land Use Designation of Heavy Commercial and is zoned C-3 (Heavy Commercial). The property abuts a C-3 zoned property and the California State Route 22 (CA-22) to the north; C-3 zoned properties to the south; an M-1 (Light Industrial) zoned property to the west, and C-2 (Community Commercial) zoned properties, across Harbor Boulevard, to the east. Surrounding uses that abut the subject property include a gas station to the north; a fleet vehicle storage and a restaurant to the south; different industrial uses that include wholesale, warehousing, vehicle repair to the west; and a commercial shopping center, across Harbor Boulevard, to the east.

The applicant proposes to demolish all the existing on-site improvements in order to construct a new 43,934 square foot self-storage facility with an office, and a manager's residence along with associated site improvements. In conjunction with the request, the applicant also requests Tentative Parcel Map approval to consolidate four (4) existing parcels on the property into one (1) single lot to accommodate the construction of the new storage facility.

FINDINGS AND REASONS:

SITE PLAN

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

The subject site has a General Plan Land Use Designation of Heavy Commercial and is zoned C-3 (Heavy Commercial). The Heavy Commercial Land Use designation is intended to provide for a variety of more intensive commercial uses such as automotive repair, sales, and services; wholesaling; and contractor's storage yard. Goal ED-2 of the General Plan encourages a business environment that welcomes new businesses; while Policy LU-2.4 assures the type and intensity of land use shall be consistent with that of the immediate neighborhood. The proposed storage facility is located in the area that is improved with different types of commercial and industrial uses. Abutting uses include a gas station to the north; a fleet vehicle storage and a restaurant to the south; different industrial types of uses that include wholesale, warehousing, vehicle repair to the west; and a commercial shopping center, across Harbor Boulevard, to the east. The proposed self-storage facility will be compatible with the immediate area, and will revitalize Harbor Boulevard corridor. Thus, the proposed development is consistent with the spirit and intent of the General Plan.

The C-3 zone is intended to provide for a wide range of commercial uses, primarily more intensive services and uses of wholesale/retail combinations, such as storage and vehicle sales and services. The subject property possesses characteristics that meet the intention of the Municipal Code. In addition, the proposed development is designed to comply with the C-3 zone development standards and the operating requirements for self-storage including Floor Area Ratio (F.A.R.), lot size, location, parking, setbacks, landscaping and manager's residence. Thus, the proposed project is in compliance with the Municipal Code, and other applicable ordinances.

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.

While the Municipal Code requires nine (9) open parking spaces, the project will provide a total of 15 open, on-site parking spaces in front of the storage area and office area. A two-car enclosed garage for the manager's residences is also provided. Thus, the parking spaces provided will exceed the minimum parking requirements required by six (6) spaces. All of the parking spaces will be accessible by a new, L-shaped drive aisle along the northerly and easterly property lines. The new drive aisle will be served by a modified driveway approach along Harbor Boulevard. In addition, the design also includes a new, 4'-0" wide pedestrian walkway, which originates from the public right-of-way to the front of the building, and continues along the side of the building as a striped path-of-travel within drive aisle. The design also includes a metal gate with a Knox box on the driveway to secure the facility. The gate will be installed adjacent to the building, and will be set back 82 feet from the front property line. The project has been designed to provide efficient on-site vehicle and pedestrian circulation. The project is designed to provide sufficient on site vehicle and pedestrian circulation; thus, it does not adversely affect essential on-site circulation and points of vehicular and pedestrian access.

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

The subject property will be served by Harbor Boulevard, which is classified as a major arterial street, and will be adequate to accommodate the development. Existing utilities and drainage channels in the area are also adequate to accommodate the development. The proposed development will maintain landscaping and proper maintenance of the site, thereby not adversely impacting the area. The Public Works Department has reviewed the project and has incorporated all of the appropriate conditions of approval to minimize any adverse impacts.

4. The proposed development shall be compatible with the physical, functional and visual quality of the neighboring uses and desirable neighborhood characteristics.

The subject development is located in an area that is improved with commercial and industrial uses. Abutting uses include a gas station to the north; a fleet vehicle storage and a restaurant to the south; different industrial uses that include wholesale, warehousing, vehicle repair to the west; and a commercial shopping center, across Harbor Boulevard, to the east. The proposed self-storage facility incorporates modern and contemporary architectural style to have the appearance of an industrial building that will be compatible with the immediate, commercial/industrial area. The building includes different forms of massing. While the majority of the building will be single-story, and 18 feet in height as measured from finished floor to top of parapet; the design also includes three (3), 32-foot tall towers located on the northeast, northwest and southeast corners of the building. The tower elements will eliminate the box-shaped design, and will function as architectural features for the project. The exterior finishes of the building will consist of earthy tone colored stucco (such as light green, beige and gray color) with stucco reveal channels. The design also includes the use of multiple faux roll-up doors on the north and east elevation to eliminate the appearance of the long and blank wall. In addition, the three towers will be plated with copper colored metal panels, and will have glass store front windows and decorative, metal awnings to further accentuate the industrial architectural style. Thus, the development does have a reasonable degree of physical, functional, and visual compatibility with neighboring uses and desirable neighborhood characteristics.

5. 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 proposed self-storage facility will be set back 82 feet from the front property line, 20 feet from the street side property line, 20 feet from the rear property line, and 10 feet from the interior side property line, which will comply with the minimum setback requirements set forth by the zoning code. In addition, the project will

provide a total of 17,880 square feet of landscaping that includes 5,344 square feet of landscaping within the required setback and an additional 12,536 square feet of landscaping throughout the site. In addition to the self-storage, the project also provides a 300 square foot, open yard area for the manager's residence. Thus, the project complies with the minimum setback, landscape, and open space required by the zoning code, and will attain an attractive environment for the occupants of the property.

TENTATIVE PARCEL MAP

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

The subject site has a General Plan Land Use Designation of Heavy Commercial and is zoned C-3 (Heavy Commercial). The Heavy Commercial Land Use designation is intended to provide for a variety of more intensive commercial uses such as automotive repair, sales, and services; wholesaling; and contractor's storage yard. Policy LU-2.4 of the General Plan assures the type and intensity of land use shall be consistent with that of the immediate neighborhood, while Goal ED-2 of the General Plan encourages a business environment that welcomes new businesses. The subject property is located in an area that is improved with a variety of commercial and industrial uses. Abutting uses include a gas station to the north; a fleet vehicle storage and a restaurant to the south; a variety of industrial uses to the west; and a shopping center, across Harbor Boulevard, to the east. A self-storage facility is a permitted use in C-3 (Heavy Commercial) zone, and it is compatible with the immediate area that is improved with various commercial/industrial types of uses. Since the subject site consists of four (4) separate parcels, and the California Building Code prohibits buildings to be constructed over property line, the proposed Tentative Parcel Map is needed to accommodate the construction of the new facility. Thus, the proposed map is consistent with the General Plan.

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

The proposed development is designed to be in compliance with the required minimum lot size and lot depth for a self-storage facility in C-3 zone. In addition, the proposed project meets all other special requirements for self-storage such as F.A.R., location, parking, setbacks and manager's residence. The facility is designed to have the appearance of an industrial building, which is compatible with the surrounding areas that are improved with different commercial and industrial types of uses. Since zoning code is the primary implementation tool of the General Plan and by complying with the zoning requirements, the project is consistent with the spirit and intent of the General Plan.

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

The Municipal Code requires a minimum lot size of one (1) acre and a minimum lot depth of 200 feet to develop a self-storage facility. After the lot consolidation, the total lot size will be 1.84 acres with a lot depth of 438.15 feet measured from the front property line that abuts Harbor Boulevard. Both exceed the requirement of the Municipal Code. In addition, the property is located adjacent to a major arterial, Harbor Boulevard, which will provide adequate access to the site. Thus, the site is physically suitable for the proposed type of development.

4. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The subject site is located in a developed urban area, and the proposed improvements are not anticipated to impact any existing fish or wildlife habitat.

5. The requirements of the California Environmental Quality Act have been satisfied.

The proposed development is exempt from the California Environmental Quality Act ("CEQA"), pursuant to Section 15332 (In-Fill Development Projects) of the CEQA Guidelines (14 Cal. Code Reg. § 15332).

6. The site is physically suitable for the proposed density of the development.

The subject property is zoned C-3 (Heavy Commercial). The Municipal Code sets the maximum land use intensity for commercial uses (except for hotels) in this zone at 0.55 F.A.R. Based on the lot size of 1.84 acres, the maximum F.A.R. for the site is 44,082.72 square foot. With the total building floor area (including the storage area, the office area and the manager's residence) of 43,461 square feet, and the total lot size of 80,081 square feet, the F.A.R. for this project is 0.54, which complies the requirements of the Municipal Code. Thus, the site is physically suitable for the proposed use intensity of the development.

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

The City's Public Works Department, Community and Economic Development Department, Police Department, and Orange County Fire Authority, have reviewed the proposed development, and have applied conditions of approval to minimize against any potential impacts. The conditions of approval for on- and off-site improvements will safeguard the public health. As long as the conditions of approval are adhered to for the life of the project, the design of the subdivision, and the proposed improvements, are not likely to cause serious public health problems.

8. 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.

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. The project has been designed to avoid development over existing easements.

9. 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 subject site is zoned C-3, which allows for a self-storage facility. The property consists of four (4) separate parcels. Since the Building Code does not allow buildings to be constructed over property lines, the proposed Tentative Parcel Map will consolidate all of the existing parcels into one (1) single lot to accommodate the construction of the self-storage facility. After the consolidation, the subject property will have a total lot size of 1.84 acres that will exceed the minimum lot size requirement of one (1) acre for a self-storage facility. In addition, the proposed development is designed to meet all other zoning code requirements for self-storage facility including parking, landscaping, setbacks and manager's residence. Thus, the proposed development is in compliance with the C-3 zoning regulations.

10. 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).

To the extent feasible, the project has been designed in accordance with Government Code Section 66473.1, such as to allow for passive or natural heating opportunities in the subdivision design, to encourage the orientation of structures to take advantage of shade and prevailing breezes, to allow solar access for passive heating and opportunities for placement of shade trees and other vegetation for cooling.

11. 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 of City residents and available fiscal and environmental resources.

The proposal is to develop a self-storage facility on property that has historically been commercially used, and that has both Heavy Commercial, General Plan Land

Use Designation and zoning designation. Thus, approval of the proposed Tentative Parcel Map will to facilitate the project will not affect the housing needs of the region, public service needs, or available fiscal and environmental resources.

12. 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 proposed Tentative Parcel Map is to consolidate the existing four (4) parcels into one (1) single lot to accommodate the construction of the proposed self-storage facility because the Building Code prohibits structures to be built over property lines. The lot size after the consolidation will be 1.84 acres. All of the existing structures will be demolished to facilitate the development of the self-storage facility. The new building, along with all of the associated site improvements, are designed to comply with the zoning code requirements, and will be architecturally compatible with the surrounding area.

13. The subject property is not located within a state responsibility area or a very high fire hazard severity zone, the proposed is served by local fire suppression services, and the proposed subdivision meets applicable design, location, and ingress-egress requirements.

The proposal has been reviewed by the Orange County Fire Authority and meets all applicable design, location, and ingress-egress requirements. The subject property is not located within a state responsibility area or a very high fire hazard severity zone.

14. The discharge of waste from the proposed subdivision into the existing sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board. The conditions of approval for on- and off-site improvements will ensure permitted capacity of the public sewer system is not exceeded.

The proposal has been reviewed by the City's Public Works, Water Services Division, to ensure compliance with applicable requirements by the California Regional Water Quality Control Board. Conditions of Approval have been included to ensure that the sewer system meets all requirements and that all on- and off-site improvements ensure the permitted capacity of the public sewer system is not exceeded.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN THE 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 possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.
2. The Tentative Parcel Map possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.40.060.
3. 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-087-2020 and Tentative Parcel Map No. PM-2023-2020.

Adopted this 20th of August, 2020

EXHIBIT "A"

Site Plan No. SP-087-2020 Tentative Parcel Map No. PM-2023-2020

13531-13551 Harbor Boulevard

CONDITIONS OF APPROVAL

General Conditions

1. The applicant and each owner of the property shall execute, and the applicant shall record 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 a building permit.
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 each of the following: the project applicant, William T. Trusaw, the developer of the project, the owner(s) and tenant(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 of the Conditions of Approval require approval by the Planning Commission.
3. Approval of this Site Plan and Tentative Parcel Map 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 Site Plan, Tentative Parcel Map 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 project and/or these Conditions of Approval 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. The approved site plan and floor plan are an integral part of the decision approving this Site Plan and Tentative Parcel Map. There shall be no additional changes in the design of the site plan and floor plan without the approval of the Community and Economic Development Department, Planning Services Division. Any additional changes in the approved site plan and floor plan, which have the effect of expanding or intensifying the present use, shall require obtaining the proper entitlement(s).
6. All conditions of approval shall be implemented at the applicant's expense,

except where specified in the individual condition.

Engineering Division

7. 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.
8. Prior to issuance of a grading permit, the applicant shall design overhead street 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.
9. 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 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, saturation, permeability and groundwater levels.
10. A separate street permit is required for work performed within the public right-of-way.
11. Grading 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 feet outside of the boundary, and designed to preclude cross-lot drainage. Minimum grades shall be 0.50% for concrete flow lines and 1.25% for asphalt. The grading plan shall also include water and sewer improvements. The grading plan shall include a coordinated utility plan. Grading improvement plan shall conform to all format and design requirements of the City Standard Drawings & Specifications.
12. The project is located in the City's designated Flood Zone A. The applicant is required to establish the Base Flood Elevation (BFE) in conformance with Section 1621A.3 and Section G103.3 of Appendix G of the California Building Code. The grading plan shall demonstrate the finished floor elevation is one (1) foot above the BFE prior to issuance of building permits. The design engineer of record shall provide an elevation certificate sheet demonstrating structure is located one (1) foot above BFE. Since the property is located in the Flood Zone A, the applicant's engineer may use the depth of one (1) foot to establish BFE from the existing adjacent highest grade (natural grade) plus one (1) foot for the lowest floor

- elevation to meet the California Building Code (California Residential Code R322.2.1 elevation requirement) and FEMA's minimum requirements, also see Section 1612, G401 and G1001 of the California Building Code.
13. All grading shall comply with the City of Garden Grove Municipal Code Sections 9.08.030.040, 9.08.030.050 and 9.08.030.060, as well as the City of Garden Grove Flood Area Development requirements. Pad and finished floor certifications, signed and sealed by a registered design professional as required by Appendix G103.3 of the California Building Code, shall be submitted to the Public Works Engineering Division.
 14. Grading fees shall be calculated based on the current fee schedule at the time of permit issuance.
 15. The grading plan shall depict an accessibility route for the ADA pathway in conformance with the requirements of the Department of Justice standards, latest edition and section 1110A of the California Building Code.
 16. All parking spaces that abut sidewalks that are not elevated with a curb face to the stall, if any, shall have wheel stops in order to prevent vehicle overhang into sidewalk. Minimum six foot (6'-0") width sidewalk is required for parking spaces that are utilizing elevated sidewalk curb face as a wheel stop and must maintain four feet (4'-0") minimum from the overhang of the vehicle bumper for ADA pathway.
 17. 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 the street.
 18. 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.
19. 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.
20. All trash container areas shall meet the following requirements per City of Garden Grove Standard B-502:
- 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.

21. The applicant and his contractor shall be responsible for protecting all of the 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 shall be 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. Temporary benchmarks shall not be used for vertical control. Benchmarks shall be to the National Geodetic Vertical Datum (NGVD).

22. 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.

23. DIGITAL MAP SUBMISSION:

Prior to recordation of a final 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.

24. Prior to issuance of a grading permit, the applicant shall submit to Planning Services Division an updated title report along with copies of the recorded instruments listed in the title report, reference maps used to prepare legal description and the plat for review and approval of the Parcel Map.

25. Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one acre or more, 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 and be available for City review on request.
26. 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.
 27. 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.
 28. Prior to issuance of a grading permit, the applicant submit and obtain approval of a work-site traffic control plan, satisfactory to the City Traffic Engineer.
 29. Heavy construction truck traffic and hauling trips should occur outside peak travel periods. Peak travel periods are considered to be from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
 30. Any required lane closures should occur outside of peak travel periods.
 31. Construction vehicles should be parked off traveled roadways in a designated parking.
 32. In accordance to the City of Garden Grove Municipal Code (Chapter 9.48.030), the applicant is required to underground the existing on site utility wooden pole located at the southeast corner of the project. All existing improvements and utilities shall be shown as part of the grading submittal package in the topography section and labeled as existing utility.
 33. 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 City of Garden Grove Standard B-209. Storm drain lateral pipe connections within City right of way shall be RCP with a minimum diameter of 18-inches. BMP's shall be sized per the requirements of the latest Technical Guidance Documents.
 34. Prior to issuance of the building permit, the applicant shall design and construct street frontage improvements as identified below.

Harbor Boulevard

- a. Remove and replace existing substandard driveway approach to the site on Harbor Boulevard in accordance with City of Garden Grove Standard Plan B-120 (Option #2).
- b. Applicant shall coordinate the location of all new water meters, backflow preventers and backflow devices to be placed in sidewalk/landscape area on Harbor Boulevard with Planning Division and Water Division.
- c. Any proposed new landscaping in public right of way shall be approved by Planning Division and Public Works Streets Division.

Public Works Environmental Division

35. The applicant shall comply with all applicable Construction Waste Management Plan (CWMP) requirements.

Public Works Water Services Division

36. New water service installations two inches (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 three inches (3") and larger, shall be installed by developer/owner's contractor per City Standards.
37. Water meters shall be located within the City's right-of-way. Fire services and large water services three inches (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.
38. A Reduced Pressure Principle Device (RPPD) backflow prevention device shall be installed for meter protection. The landscape system shall also have RPPD device. Any carbonation dispensing equipment shall have a 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 submitted to Public Works, Water Services Division. Property owner must open a water account upon installation of RPPD device.
39. A composite utility site plan shall be part of the water plan approval.
40. Any new or existing water valve located within new concrete driveway or sidewalk construction shall be reconstructed per City Standard B-753.

41. City shall determine if existing water 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.
42. The fire service and any on-site private fire hydrant line will be required to connect to the 12-inch AC water main across Harbor Boulevard. Both fire service and any on site private fire hydrant line shall have above-ground backflow device with a double-check valve assembly, per 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 Services Division.
43. Location and number of fire hydrants shall be as required by Water Services Division and the Orange County Fire Authority (OCFA).
44. It shall be the responsibility of the owner(s)/developer(s) to verify the size, condition and capacity of the existing sewer lateral and submit the results for City's approval. If required, new sewer lateral with clean out at right-of-way line shall be installed. Lateral in public right-of-way shall be four inches (4") minimum diameter, extra strength VCP with wedgelock joints.
45. 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.
46. All perpendicular crossings of the sewer, including laterals, shall maintain a vertical separation of minimum 12-inches below the water main, outer diameter to outer diameter. All exceptions to the above require a variance from the State Water Resources Control Board.
47. If the water main is exposed during installation of the sewer lateral, a 20-foot section of the water main shall be replaced with a 20-foot PVC C-900 DR-14 Class 305 water pipe, size in kind and centered at the crossing.

Building and Safety Division

48. The project shall comply with the requirements of the 2019 California Building Standards Code.
49. The project shall comply with the path-of-travel requirements per California Building Code (CBC) 11B-202.4.
50. Van accessible electric vehicle (EV) parking spaces shall be 12'-0" feet wide with access aisle on the passenger side.

51. All accessible storage units shall be identified, and dispersed throughout and between each class/space.
52. Minimum 1-hour fire separation between occupancy group S-1 and R-3 per CBC Table 508.4 shall be provided.
53. Customer service counter that is ADA accessible shall be provided.
54. The residential garage shall be provided with E.V charging ready with a minimum 40 AMP reserved break.
55. A soil report per the California Building Code (CBC) Chapter 18 shall be required.
56. Since the proposed project located within the City's designated Flood Zone A, plans submitted for plan check shall comply with the City's "Flood Area Development Requirements".

Orange County Fire Authority

57. The applicant shall comply with all applicable Orange County Fire Authority requirements, including, but not limited to the Fire Master Plan.

Community and Economic Development Department

58. 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 entrance, and shall also be visible to the public.
59. The operation hours for the office shall be permitted from 9:00 a.m. to 6:00 p.m., Monday through Saturday, and 10:00 a.m. to 4:00 p.m. Saturdays and Sundays. Self-storage customers with current account status shall be allowed to access the self-storage area, through security gate access, from 6:00 a.m. to 9:00 p.m., 7 days-a-week.
60. There shall be no deliveries to or from the premises before 7:00 a.m. and after 10:00 p.m., seven days a week.
61. Litter shall be removed daily from the premises, including adjacent public sidewalks, and from all parking areas under the control of the applicant. These areas shall be swept or cleaned, either mechanically or manually, on a weekly basis, to control debris.
62. The applicant/property owner shall abate all graffiti vandalism within the premises. The applicant/property owner shall implement best management practices to prevent and abate graffiti vandalism within the premises throughout

- the life of the project, including, but 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, as necessary. Graffiti shall be removed/eliminated by the applicant/property owner as soon as reasonably possible after it is discovered, but not later than 72 hours after discovery.
63. 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.
 64. Any satellite dish antennas installed on the premises shall be screened, subject to approval by the Community and Economic Development Department, Planning Services Division. No advertising material shall be placed thereon.
 65. New signs shall comply with the Title 9 of the Municipal Code. A building permit shall be required to install any sign, including temporary advertising (i.e., banners).
 66. The project shall comply with the City's adopted Noise Ordinance.
 67. Hours and days of construction and grading shall be as follows as set forth in the City of Garden Grove's Municipal Code Chapter 8.47 as adopted, except that:
 - a. Monday through Saturday - not before 7 a.m. and not after 8 p.m. (of the same day).
 - b. Sunday and Federal Holidays may work same hours, but subject to noise restrictions as stipulated in Chapter 8.47 of the Municipal Code.
 68. 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.
 69. As a part of the finalized working drawings for the Planning Services Division, Engineering Division, and Building and Safety Division, the developer shall submit a detailed and dimensioned plot plan, floor plans, exterior elevations, and landscape plans that reflect the above conditions of approval. The plans shall indicate landscape materials, wall materials and building materials proposed for the project. Color and material samples shall be submitted to the Planning Services Division at the time plans are submitted for plan check.
 70. All lighting structures shall be placed so as to confine direct rays to the subject

property. All exterior lights shall be reviewed and approved by the Planning Services Division. Parking area lighting shall be provided during the hours of darkness the establishment is open at a minimum of two-foot candles of light, and one-foot candle of light during all other hours of darkness.

71. The applicant shall submit detailed plans showing the proposed location of utilities and mechanical equipment to the Community and Economic Development Department, Planning Services Division, for review and approval prior to submittal of plans for Building Division, Plan Check. The project shall also be subject to the following:
 - a. All above-ground utility equipment (e.g., electrical, gas, telephone) shall not be located in the street setbacks and shall be screened to the satisfaction of the Community and Economic Development Department, Planning Services Division.
 - b. No roof or wall mounted mechanical equipment shall be permitted unless the Planning Services Division approves a method of screening complementary to the architecture of the building, prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets, including the surrounding properties.

72. The applicant shall submit a complete landscape plan governing the entire development for review and approval by the Community and Economic Development Department prior to building permit issuance. The landscaping plan shall comply with all the landscaping requirements as specified in Title 9 of the City of Garden Grove Municipal Code, including the City's Water Efficiency Guidelines, as well as recently adopted provisions by the State of California concerning drought tolerant landscape measures. Said plan shall include type, size, location and quality of all plant material. This includes enhanced landscaping for the walkway areas. The plan shall include an irrigation plan, and staking and planting specification. The landscape plan is 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. The sprinklers shall be of low flow/precipitation sprinkler heads for water conservation.
 - b. All above-ground utilities (e.g., water backflow devices, electrical transformers, irrigation equipment, etc.) shall be shown on the landscape plan in order to ensure proper landscape screening and will be provided around each of these equipment/apparatus.
 - c. The applicant shall be responsible for the installation and maintenance of all landscaping on the property during and after the construction period. Said responsibility shall extend to within the public right-of- way.

- d. The plan shall provide a mixture of a minimum of ten percent (10%) of the trees at 48-inch box, ten percent (10%) of the trees at 36-inch box, fifteen percent (15%) of the trees at 24-inch box and sixty percent (60%) of the trees at 15-gallon, the remaining five percent (5%) may be of any size. All proposed trees shall be non-fruit bearing, evergreen trees that require minimal maintenance.
 - e. No trees shall be planted closer than five feet (5') from the public right-of-way. Trees planted within fifteen feet (15') of any public right-of-way shall be planted in a root barrier shield. All landscaping along street frontages, adjacent to driveways, shall be of the low-height variety to ensure safe sight clearance.
73. No exterior piping, plumbing, roof top access ladders, or mechanical ductwork shall be permitted on any exterior facade and/or be visible from any public right-of-way or adjoining property.
74. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
75. All on-site curbs, not associated with a parking space, shall be painted red.
76. The site improvements and subsequent operation of the site/business(es) shall adhere to the following:
- a. 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 or unloading purposes.
 - b. On-site vehicle storage is prohibited.
 - c. The trash bins shall be kept inside the trash enclosure, and gates closed at all times except during disposal and pick-up. The property owner shall provide sufficient trash bins and pick-up to accommodate the site. The trash shall be picked up at least once per week.
 - d. All drive aisles on the site are considered to be fire lanes and shall remain clear and free of any materials, and/or vehicles.
77. The proposed development shall comply with all applicable provisions of the Garden Grove Local Implementation Plan (LIP), including but not limited to, providing a Water Quality Management Plan (WQMP) and Section 7 addressing reducing water run-off from the site (e.g., directing roof rain gutter's downspouts to permeable areas such as landscape planters).

78. The applicant shall work with the Planning Services Division to ensure that the proposed building colors are appropriate and not overly bright. The applicant shall submit the actual chip samples of the proposed paint colors to the Planning Services Division for review and approval.
79. A copy of the resolution approving Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020 including these Conditions of Approval, shall be kept on the premises at all times.
80. The applicant shall submit a signed letter acknowledging receipt of the decision approving Site Plan No. SP-087-2020 and Tentative Parcel Map No. PM-2023-2020, and his/her agreement with all conditions of the approval.
81. 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-087-2020 and Tentative Parcel Map No. PM-2023-2020. 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.
82. It shall be the applicant's responsibility to verify that any building or site improvements do not impermissibly interfere with any recorded easements on the subject property or the adjacent properties.
83. Unless a time extension is granted pursuant to Section 9.32.030.D.9 of Title 9 of the Municipal Code, the approval of Site Plan No. SP-087-2020, and the development authorized pursuant thereto, shall expire and become null and void if the subject use or construction necessary and incidental thereto is not commenced within two (2) years of the expiration of the appeal period and thereafter diligently advanced until completion of the project.
84. Except as otherwise provided by law, unless a time extension is granted pursuant to Section 9.40.070 of Title 9 of the Municipal Code, the approval of Tentative Parcel Map No. PM-2023-2020 shall expire and become null and void if a final parcel map has not been filed within two (2) years of the expiration of the appeal period.



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January 6, 2020
Project No: 19-08475

Natalia Hinkleman, Project Lead
Jordan Architects, Inc.
131 Calle Iglesia, Suite 100
San Clemente, California 92672
Via email: nhinkleman@jordanarchitects.com

Subject: Harbor Boulevard Self-Storage Project, Noise Analysis Letter Memorandum, 13531 and 13551 Harbor Boulevard, Garden Grove, California 92843

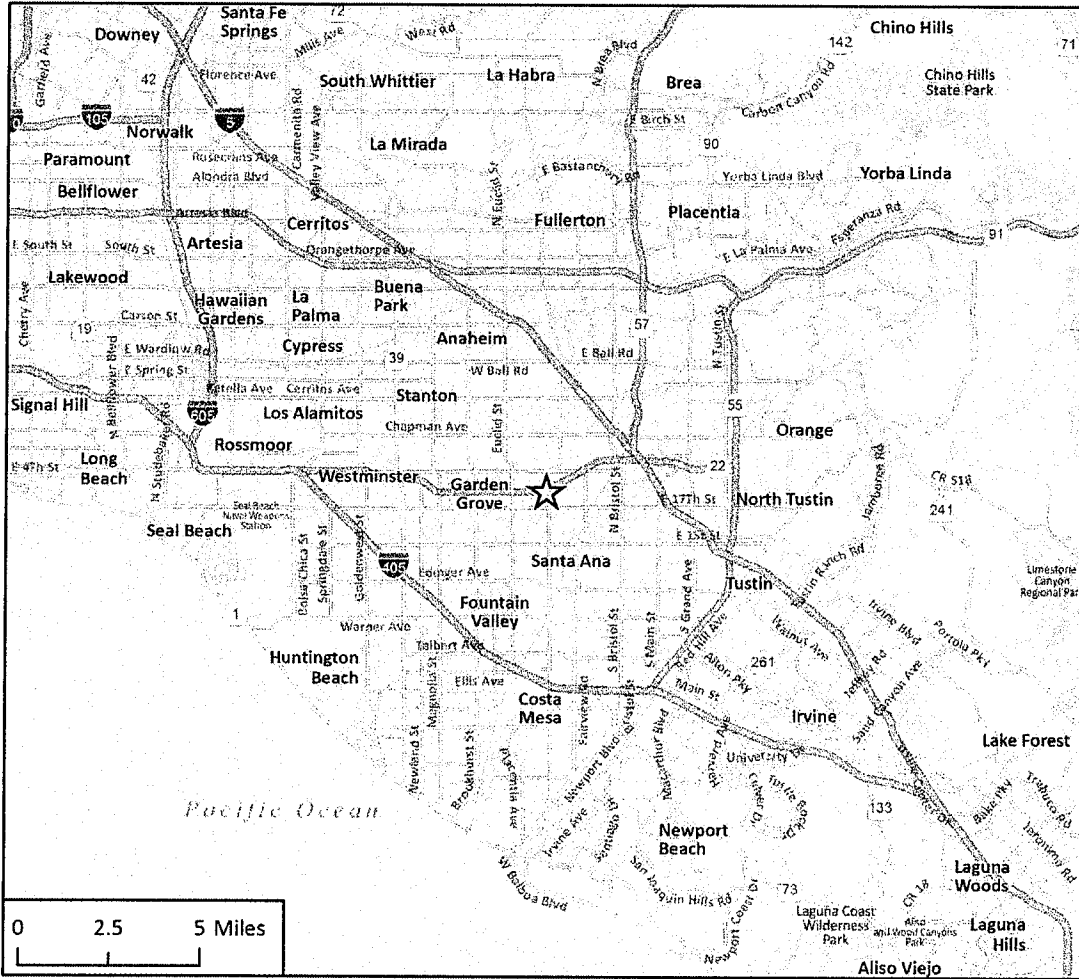
Dear Mr. Hinkelman:

Rincon Consultants, Inc. (Rincon) is pleased to provide this noise analysis letter memorandum for the Harbor Boulevard Self-Storage Project (project) located in the City of Garden Grove, California. Figure 1 and Figure 2 show the regional location and project site boundary, respectively. The 1.84-acre project site is being evaluated for future development as a 41,584 square foot (sf) self-storage facility with an associated 957 sf office, 1,573 sf management residence, and a parking lot. The project site consists of three parcels with two addresses (13531 and 13551 Harbor Boulevard) and is in the southwest corner of the Trask Avenue and Harbor Boulevard Road intersection. 13531 Harbor Boulevard (Assessor's Parcel Numbers [APNs] 100-122-12 and 100-122-22) is fully paved, and currently vacant, and contains a shade structure fronting Trask Avenue which would be demolished as part of the project. 13551 Harbor Boulevard (APN 100-122-11) contains an unoccupied building fronting Harbor Boulevard, which would be demolished as part of the project. Figure 3 shows the proposed project site plan.

Rincon understands that the appropriate CEQA documentation for the project is anticipated to be a Class 32 Categorical Exemption (CE). The purpose of this letter memorandum is to provide the City with an analysis of potential project impacts related to noise, to support the City's final decision regarding the project's eligibility for a Class 32 CE. Therefore, the project is analyzed according to Noise criteria listed under Appendix G of the State *CEQA Guidelines*.



Figure 1 Regional Location



★ Project Location

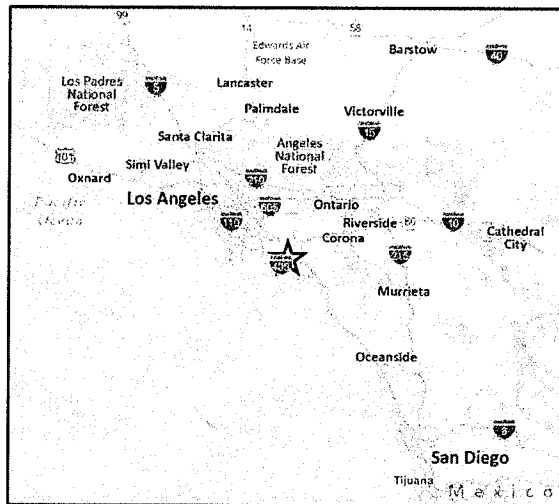


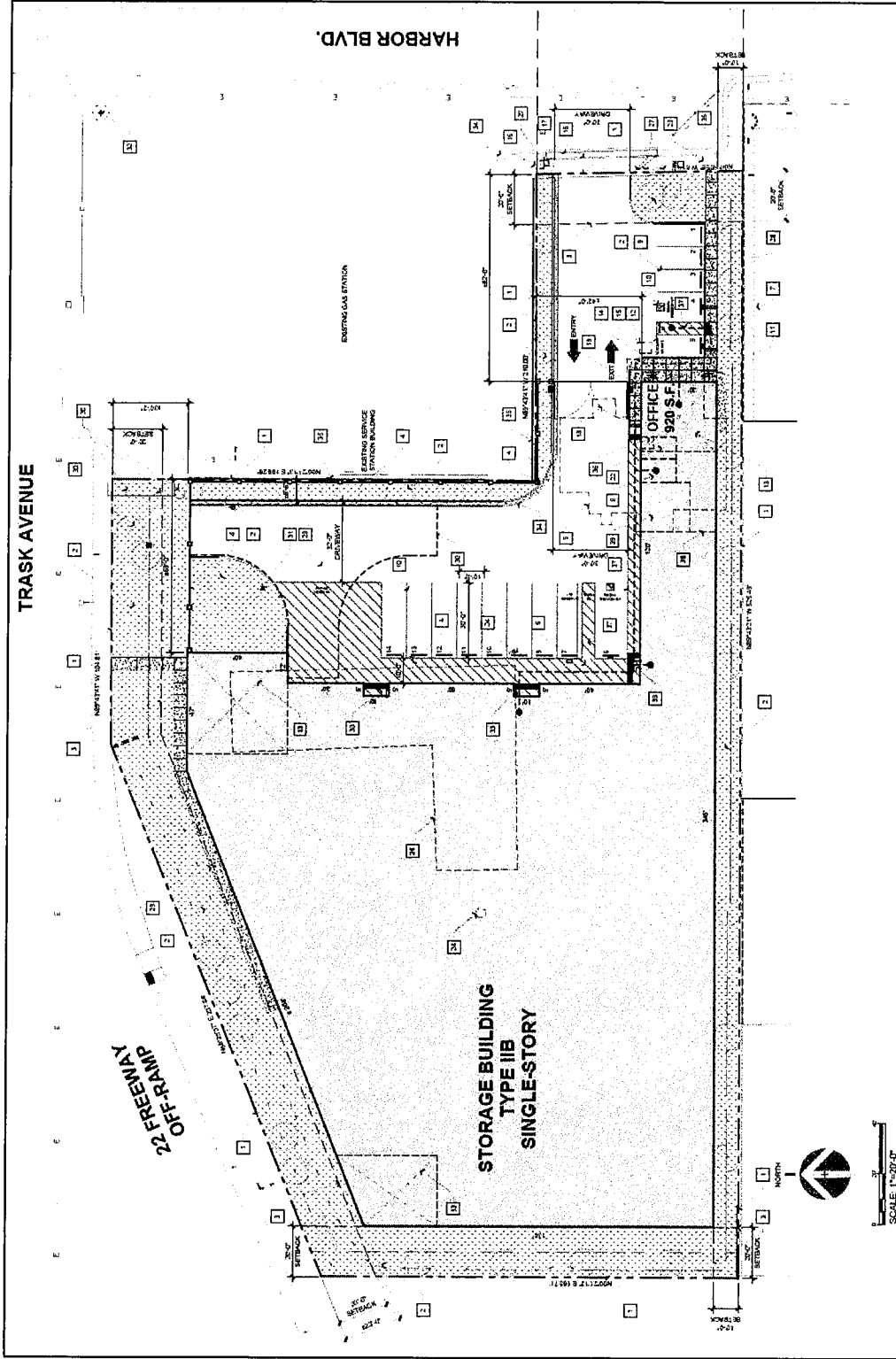


Figure 2 Project Site





Figure 3 Project Site Plan





Background

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013a).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013a). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013a). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.



The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise, are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 PM to 7:00 AM) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 PM to 10:00 PM and a +10 dBA penalty for noise occurring from 10:00 PM to 7:00 AM (Caltrans 2013a). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65 dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FTA 2018).

According to Caltrans, for traffic noise L_{dn} is approximately equal to the peak hour traffic L_{eq} (Caltrans 2013a). Caltrans' general rule is that L_{dn} is within 2 dBA of the peak hour traffic L_{eq} (Caltrans 2013a).

Vibration

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (Federal Transit Administration [FTA] 2006). Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.



Project Area Noise Conditions

The primary noise sources in the project area are motor vehicles (i.e., automobiles, buses, and trucks), and medium- and heavy-duty trucks along Harbor Boulevard, Trask Avenue, and the Garden Grove Freeway (State Route [SR] 22). Motor vehicle noise is a concern because it is characterized by a high number of individual events that often create sustained noise levels. Ambient noise levels would be expected to be highest during the daytime and rush hour unless congestion slows speeds substantially and reduces noise.

To determine ambient noise levels in the project area, one 15-minute sound level measurement was taken using an Extech ANSI Type II sound level meter during evening peak traffic hours between 5:24 PM and 5:39 PM on Tuesday, December 10, 2019 (refer to Attachment A for sound measurement data). The measurement location was on the northern boundary of the project site adjacent to Trask Avenue. The measured noise level was 70.2 dBA L_{eq} .

Sensitive Receptors

Acceptable noise level thresholds typically vary depending upon the type of affected land use, as well as the time of day. Noise-sensitive land uses typically include, but are not limited to, residences, schools, hospitals, and libraries. The nearest noise-sensitive receivers are residential mobile homes approximately 600 feet west of the project site and single-family residences located approximately 360 feet north of the project site, across SR22.

Regulatory Setting

Local Regulations

According to Section 8.47.040 of the Garden Grove Municipal Code (GGMC), noise standards in the land use and noise compatibility matrix of the Noise Element define the acceptable and unacceptable noise levels for various land uses in the City (Garden Grove 2008a). The goals, policies, and actions contained in the Noise Element focus on establishing and applying criteria for acceptable noise levels for different land uses to minimize the negative impacts of noise, especially at sensitive receptors. To achieve these goals and actions, the City has adopted noise standards that stipulate base ambient exterior noise limits, shown in Table 1.



Table 1 Garden Grove Ambient Base Noise Levels by Land Use

Land Use Sensitivity	Use	Time	Ambient Base Noise Levels dB(A)
Sensitive	Residential Use	7 AM to 10 PM	55
		10 PM to 7 AM	50
Conditionally Sensitive	Institutional Use	Anytime	65
	Office-Professional Use	Anytime	65
	Hotel & Motels	Anytime	70
Non-Sensitive	Commercial Uses	Anytime	70
	Commercial / Industrial Uses within 150 feet of Residential	7 AM to 10 PM	65
		10 PM to 7 AM	50
	Industrial Use	Anytime	70

All activities within land use zones are subject to provisions of Section 8.47.060 (A-D)

Source: Garden Grove 2017

GGMC Section 8.47.050 states that no person may create a noise level that exceeds the acceptable exterior noise levels in Table 1 such that the noise level exceeds the following noise limit categories:

- The noise standard for a cumulative period of more than 30 minutes in any hour;
- The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;
- The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dB(A) for any period of time.

According to the City’s land use and noise compatibility matrix shown in Table 2 an exterior noise exposure of 50-77.5 dBA CNEL or less is acceptable for commercial uses. These regulations are not applicable to motor vehicles operating on public rights-of-way (GGMC Section 8-47.050) and are not applicable to construction noise levels, which are regulated exclusively by hour of operation limitations.

Table 2 Garden Grove Noise and Land Use Compatibility Guidelines

Land Use Category	Noise Exposure Levels (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential - Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging - Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85



Land Use Category	Noise Exposure Levels (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: City of Garden Grove 2017

According to GGMC Section 8.47.060, construction activity is prohibited between the hours of 10:00 PM and 7:00 AM in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(a), is caused discomfort or annoyance unless such operations are of an emergency nature.

Analysis

State CEQA Guidelines, Appendix G: Noise

The *CEQA Guidelines* Appendix G states that a significant impact on hydrology and water quality may result if the project would:

- a. *Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies*
- b. *Result in generation of excessive groundborne vibration or groundborne noise levels?*
- c. *Be located within the vicinity of a private airstrip or 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?*



Threshold a: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

The Federal Transit Administration (FTA) has developed guidance for determining if construction of a project would expose various land uses to significant noise levels or if a project would result in a substantial temporary increase in noise levels (FTA 2018). A significant impact would occur if project-generated construction noise exceeds the 8-hour 80 dBA L_{eq} noise limit at the nearest residences, the 8-hour 85 dBA L_{eq} noise limit at the nearest commercial uses, and the 8-hour 90 dBA L_{eq} noise limit at the nearest industrial uses, as shown in Table 3

Table 3 Construction Noise Level Limits

Land Use	8-hour Noise Limit (dBA, L_{eq})
Residential	80
Commercial	85
Industrial	90

Source: FTA 2018

Project construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1. Noise levels were calculated with RCNM at 100 feet from the center of on-site construction activity to the nearest commercial building adjacent to the project site. The demolition, site preparation, and grading phases of construction tend to create the highest temporary noise levels because of the operation of heavy equipment. For assessment purposes, the loudest phases of construction, demolition and grading, have been used to provide a conservative estimate of construction noise impact. Noise levels are based on a dozer, an excavator, and a loader operating simultaneously, since these pieces of equipment are assumed to generate the highest noise levels during construction. It is assumed that diesel engines would power all construction equipment.

Project construction involving a dozer, excavator, and a loader would generate a noise level of approximately 75.4 dBA L_{eq} at the nearest commercial building at 100 feet. This would not exceed the FTA commercial construction noise threshold of 85 dBA L_{eq} . In addition, construction noise would attenuate to a noise level of 64.0 dBA L_{eq} at the nearest residential uses 360 feet away, which would not exceed the FTA residential construction noise threshold of 80 dBA L_{eq} .

Section 8.47 of the GGMC prohibits construction activities between the hours of 10:00 PM and 7:00 AM on all weekdays. Compliance with the GGMC would limit construction hours so that construction noise would not occur during nighttime sleep hours and disturb noise sensitive residential receptors. Therefore, as construction noise would not exceed FTA limits and as construction would occur within allowed hours, noise impacts from project construction would be **less than significant**.



Operational Noise

The primary stationary noise generator from the project would be heating, ventilation, and air conditioning (HVAC) units. Specific planning data for the future HVAC systems are not available at this stage of project design; however, analysis using a typical commercial condenser provides a reasonable basis for analysis. Modeling assumed the use of Carrier 16-ton packaged HVAC units (50PG03-16) with a manufacturer's Sound Power Rating of 84.0 dBA SWL (see Appendix NOI for HVAC specifications). A Carrier 50PG03-16 split system with a sound power level of 84.0 dBA would generate a noise level of approximately 69 dBA at 7 feet. Generally, a building would need one ton of HVAC per 600 square feet of building space. Each HVAC unit identified above would be 16 tons. Therefore, with a gross building area of 44,137 sf, the project would require 74 tons of HVAC, or approximately 5 HVAC units. This conservative analysis assumes that HVAC units would operate continuously and would not include any type of screening.

The rooftop units were assumed to be located at approximately at least 50 feet horizontally from the nearest commercial property to the south. Five HVAC units generating noise at 50 feet would generate a noise level of 59 dBA L_{eq} . Therefore, noise levels would not exceed GGMC commercial operational noise standards of 70 dBA L_{eq} . Operational noise impacts from the HVAC units would be **less than significant**.

Traffic Noise

The dominant source of noise in the project area is traffic on nearby roadways, including Harbor Boulevard to the west, and Trask Avenue and Highway 22 to the north. The proposed project would generate new passenger vehicle and truck trips and increase off-site traffic noise on roadways in the area. The proposed project would generate a vehicle mix of passenger cars, medium-duty trucks, and heavy-duty trucks. According to Orange County Transit Authority (OCTA), there are approximately 67,000 daily vehicle trips along Harbor Boulevard adjacent to the project site and approximately 13,000 daily vehicle trips along Trask Avenue immediately north of the project site (OCTA 2019). A significant impact from off-site traffic noise would occur if the project-generated daily traffic volume doubles existing volumes and increases existing traffic noise by 3 dBA, which would be a perceptible increase in traffic noise.

The project's traffic report determined that the project would generate 71 trips per day (TJW Engineering 2019). A conservative analysis assumed all 71 daily vehicle trips would occur on both Trask Avenue and Harbor Boulevard. With these added trips to the OCTA roadway volumes, the project would generate less than 0.1 dBA increase along either roadway. Therefore, as this increase is much less than 3 dBA, the addition of project-generated vehicle and truck trips would not generate a significant increase of daily traffic noise along Harbor Boulevard and Trask Avenue. The project's traffic noise increase would be **less than significant**.

Threshold b: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?
--

Ground-borne vibration from project operation would be primarily generated by on-site circulation of medium- and heavy-duty trucks since any other machinery would be locating inside the proposed warehouse/distribution building. Therefore, this analysis considers vibration impacts only from project construction.



To determine ground-borne vibration impacts from project construction, vibration was modeled at the nearest off-site structures rather than their respective property lines. The nearest off-site structures consist of industrial warehouse buildings located approximately 25 feet to the south. The greatest source of construction vibration is anticipated to be a roller, which generates 94 VdB at 25 feet (FTA 2018). Therefore, ground-borne construction vibration would not reach levels that could cause damage (100 VdB) to structures near the project site. Impacts from construction vibration would be **less than significant**.

Threshold c: For a project located within the vicinity of a private airstrip or 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?

The nearest public airport is John Wayne Airport, which is located approximately seven miles southwest of the project site. According to the County of Orange Airport Land Use Commission (ALUC), the project site is outside the influence area of the airport (ALUC 2008). Although the project site would potentially be subject to occasional aircraft overflight noise, such occurrences would be intermittent and temporary. In addition, there are no private airstrips in the vicinity of the project site. Therefore, the project would not result in noise impacts related to airports for people residing or working at the project site and its vicinity. **No impacts would occur.**

Conclusion

Based on review of the project under *CEQA Guidelines* Appendix G criteria for noise, the project would have a less than significant impact.

- As stated above under threshold a, the project would not exceed noise thresholds outlined in the local noise ordinance, and therefore would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project.
- As state above under threshold b, the project would not generate ground-borne vibration levels exceeding 100 VdB, and therefore would not generate excessive ground-borne vibrations and ground-borne noise levels.
- As state above under threshold c, the project is not located within two miles of a public airport or public use airport, and therefore would not expose people residing or working in the project area to excessive noise levels. The project is outside ALUC's influence area for John Wayne Airport.

Sincerely,
Rincon Consultants, Inc.

Handwritten signature of Sally Schifman in black ink.

Sally Schifman
Supervising Planner

Handwritten signature of Deanna Hansen in black ink.

Deanna Hansen
Principal



Attachment A

Sound Measurement Data

References

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- TJW Engineering, Inc. 2019. City of Garden Grove Harbor Blvd Self-Storage Trip Generation Study.

Attachment A

- Noise Measurement Data

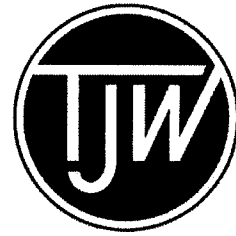
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 - Time Weight : SLOW
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 - Max dB : 83.2 - 2019/12/10 17:30:03
 - Level Range : 40-100
 - SEL : 99.5
 - Leq : 70.0

No.s	Date Time	(dB)
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3	2019/12/10 17:24:10	65.9
4	2019/12/10 17:24:13	66.8
5	2019/12/10 17:24:16	69.5
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13	2019/12/10 17:24:40	65.8
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56	2019/12/10 17:26:49	64.7
57	2019/12/10 17:26:52	65.6
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TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

December 16, 2019

Ms. Sally Schifman
Supervising Planner/Program Manager
RINCON CONSULTANTS, INC.
2215 Faraday Ave, Suite A
Carlsbad, CA 92008

SUBJECT: City of Garden Grove Harbor Blvd Self-Storage Trip Generation Study

Dear Ms. Schifman,

TJW Engineering, Inc. (TJW) is pleased to submit this trip generation study for the proposed projects located at 13531 and 13551 Harbor Boulevard in the City of Garden Grove. The project includes 41,584 square feet of self-storage space, 980 square feet of office space, and 1,573 square feet for management residence; a total of 44,137 square feet.

Project Description

The project site boundaries include the 22 Freeway off-ramp and Trask Avenue to the north, commercial use property to the south and west, and Harbor Boulevard and commercial use to the east. The site is zoned as C-3 (Heavy Commercial) and is currently used for retail. Site access will maintain the existing driveway access off of Harbor Boulevard (immediately adjacent and south of the existing Shell gas station); access will include right-in/right-out turning movements. Parking for the project will be provided throughout the site with a total of 16 spaces including two ADA spaces, one clean air vehicle space, one electric vehicle charging space, and a two-car garage.

Trip Generation

Projected trip generation for the proposed project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed project's intended use the projected trip generation was determined using the Mini-Warehouse Land Use Code 151.

It should be noted, the 1,573 square feet of management residence will be occupied by a full-time employee. Typically, the ITE Land Use Code accounts for employee trips; however, to take a conservative approach, this study assumes the management residence as a separate land use. The Multi-family housing Land Use Code 220 was used for this assumption as it accounts for attached dwelling units.

Table 1 – Trip Generation

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In-Out Split	Volume			Rate	In-Out Split	Volume		
							In	Out	Total			In	Out	Total
Mini-Warehouse (151)	42.6	TSF	1.51	64	0.10	60:40	3	2	5	0.17	47:53	4	4	8
Multi-Family Housing (220)	1.0	DU	7.32	7	0.46	23:77	0	1	1	0.56	63:37	1	0	1
Total				71			3	3	6			5	4	9

Notes: Rates from ITE Trip Generation (10th Edition, 2017); TSF – Thousand Square Feet; DU – Dwelling Unit

The proposed project is projected to generate a total of 6 AM peak hour trips, 9 PM peak hour trips, and 71 daily trips. The project is anticipated to generate less than 50 peak hour trips and should not require additional traffic analysis per City of Garden Grove guidelines.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

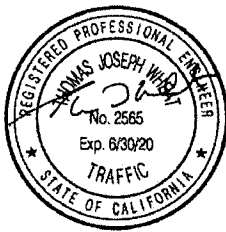
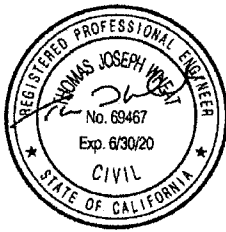


Thomas Wheat, PE, TE
 President

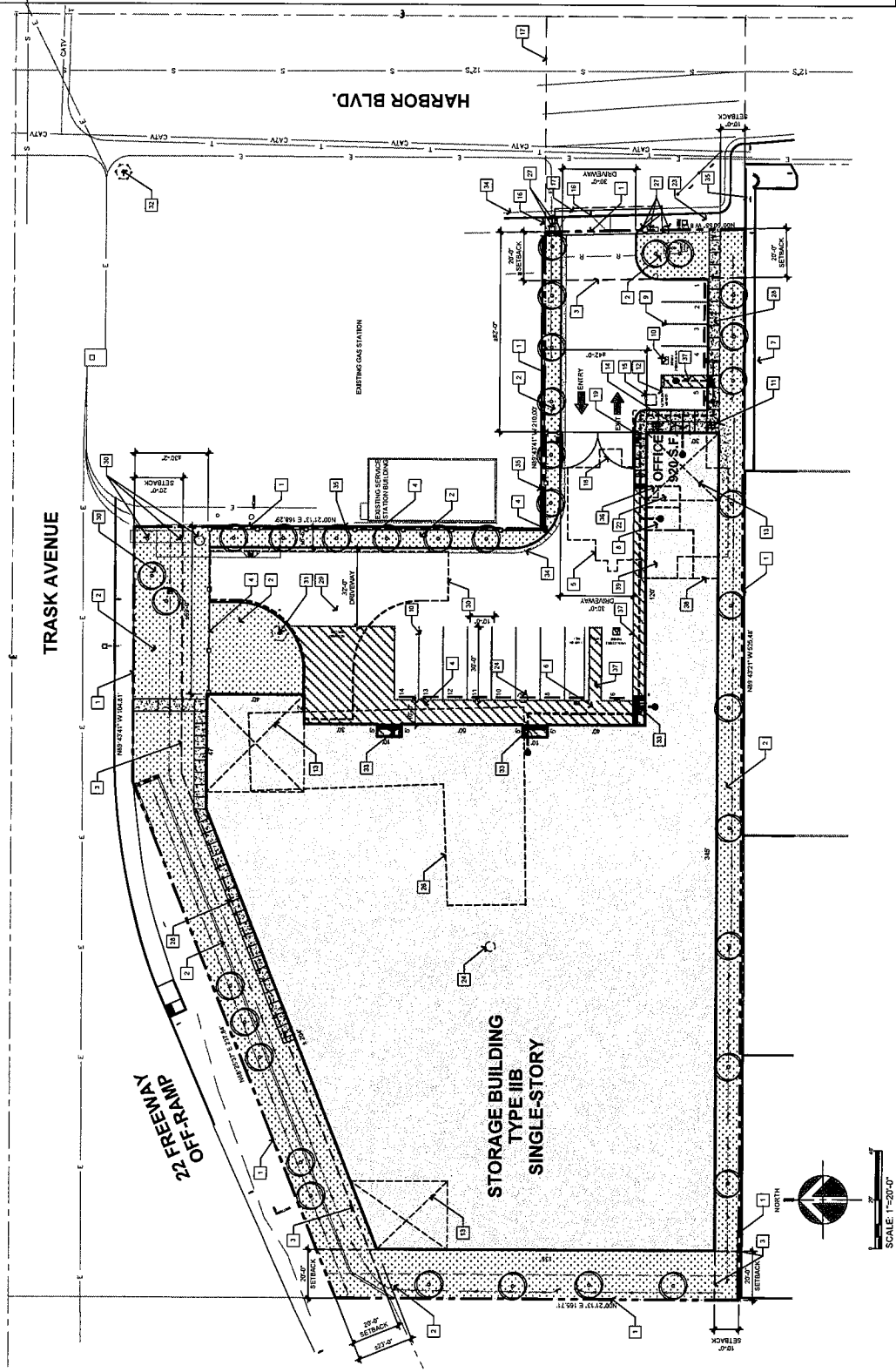
Registered Civil Engineer #69467
 Registered Traffic Engineer #2565



David Chew, PTP
 Transportation Planner



- ### KEY NOTES
- 1 PROPERTY LINE
 - 2 LANDSCAPE AREA
 - 3 SETBACK
 - 4 EXISTING BUILDING TO BE REMOVED
 - 5 EXISTING TREES
 - 6 LOADING AREA
 - 7 EXISTING TREES
 - 8 TRANSIT AND RECYCLING ENCLOSURE
 - 9 PARKING SPACE, TYP.
 - 10 MAX ACCESSIBLE PARKING SPACE
 - 11 REZE BACK
 - 12 CLEAN AIR VEHICLE PARKING
 - 13 ARCH TOWER
 - 14 OFFICE ENTRANCE
 - 15 EXISTING WALL TO BE RELOCATED
 - 16 EXISTING CAR CUT. TO BE RELOCATED
 - 17 REVISIONARY. SEE CIVIL
 - 18 SWING GATE
 - 19 REGISTERED ACCESS GATE
 - 20 WALKWAY PROJECTION ABOVE
 - 21 CORNER PROJECTION ABOVE
 - 22 ELECTRICAL ROOM
 - 23 EXISTING SIDEWALK. SEE CIVIL
 - 24 EXISTING LIGHT POLE TO BE REMOVED
 - 25 EXISTING OVERHEAD SIGN TO REMAIN
 - 26 EXISTING FREESTANDING CANOPY. TO BE REMOVED
 - 27 UTILITY BOXES LOCATOR. SEE CIVIL
 - 28 REVISIONARY EMERGENCY EXIT WALKWAY
 - 29 UNDERGROUND JOIST STORAGE. SEE CIVIL
 - 30 FIRE DEPARTMENT HAMMERHEAD TURN AROUND
 - 31 SEPARATE FIRE HYDRANT
 - 32 EXISTING PUBLIC FIRE HYDRANT
 - 33 BUILDING ACCESS
 - 34 GUTTER LOCATION. SEE CIVIL
 - 35 EXISTING RETAINING WALL
 - 36 FIRE RISER ROOM
 - 37 ACCESSIBLE PATH OF TRAVEL
 - 38 RESIDENCE ABOVE
 - 39 RESURFACE 2 CAR GARAGE



Jordan
ARCHITECTS, INC.

SITE PLAN

HARBOR BOULEVARD SELF STORAGE

GARDEN GROVE, CA

JOB NUMBER: 18-011
AS NOTED
SCALE: 1"=20'-0"
DATE: 08/25/2018

A.2

FOR INFORMATION ONLY: THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.



Rincon Consultants, Inc.
2215 Faraday Avenue, Suite A
Carlsbad, California 92008

760 918 9444 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

January 6, 2020
Project No: 19-08475

Natalia Hinkleman, Project Lead
Jordan Architects, Inc.
131 Calle Iglesia, Suite 100
San Clemente, California 92672
Via email: nhinkleman@jordanarchitects.com

**Subject: Harbor Boulevard Self-Storage Project, Water Quality Analysis Letter Memorandum
13531 and 13551 Harbor Boulevard, Garden Grove, California 92843**

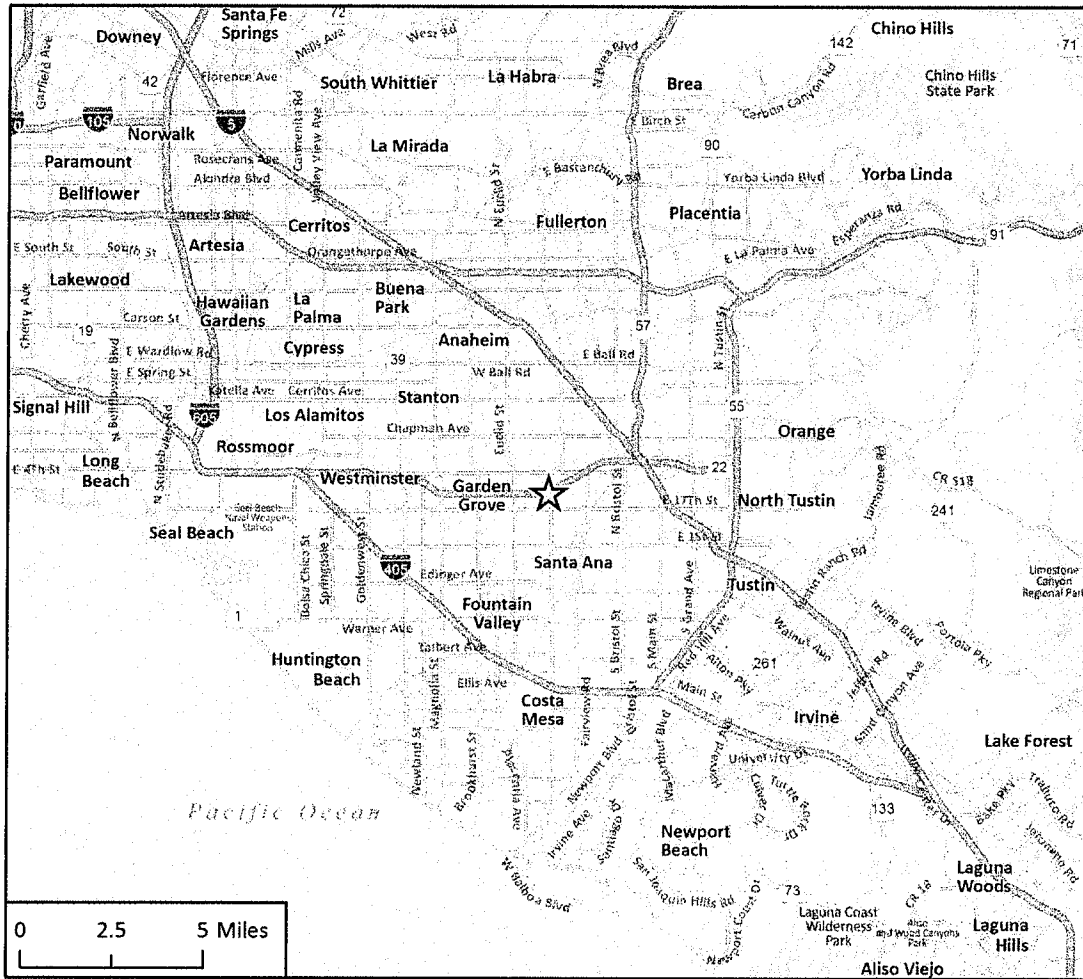
Dear Ms. Hinkleman:

Rincon Consultants, Inc. (Rincon) is pleased to provide this water quality analysis letter memorandum for the Harbor Boulevard Self-Storage Project (project) located in the City of Garden Grove, California. Figure 1 and Figure 2 show the regional location and project site boundary, respectively. The 1.84-acre project site is being evaluated for future development as a 41,584 square foot (sf) self-storage facility with an associated 957 sf office, 1,573 sf management residence, and a parking lot. The project site consists of three parcels with two addresses (13531 and 13551 Harbor Boulevard) and is at the southwest corner of the Trask Avenue and Harbor Boulevard Road intersection. 13531 Harbor Boulevard (Assessor's Parcel Numbers [APNs] 100-122-12 and 100-122-22) is fully paved, and currently vacant, and contains a shade structure fronting Trask Avenue which would be demolished as part of the project. 13551 Harbor Boulevard (APN 100-122-11) contains an unoccupied building fronting Harbor Boulevard, which would be demolished as part of the project. Figure 3 shows the proposed project site plan.

Rincon understands that the appropriate CEQA documentation for the project is anticipated to be a Class 32 Categorical Exemption (CE). The purpose of this letter memorandum is to provide the City with an analysis of potential project impacts related to hydrology and water quality, to support the City's final decision regarding the project's eligibility for a Class 32 CE. Therefore, the project is analyzed according to the hydrology and water quality criteria listed under Appendix G of the State *CEQA Guidelines*.



Figure 1 Regional Location



★ Project Location

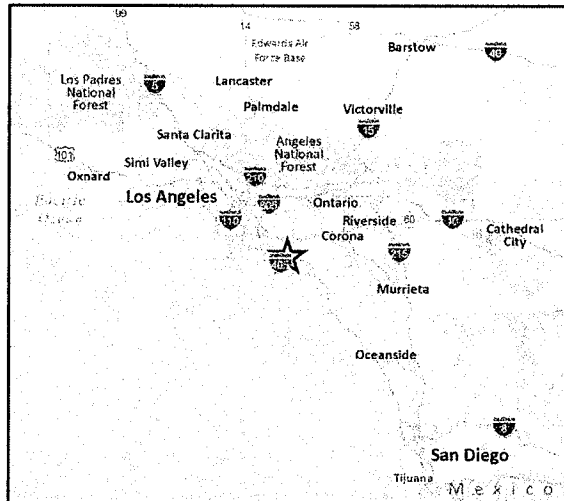




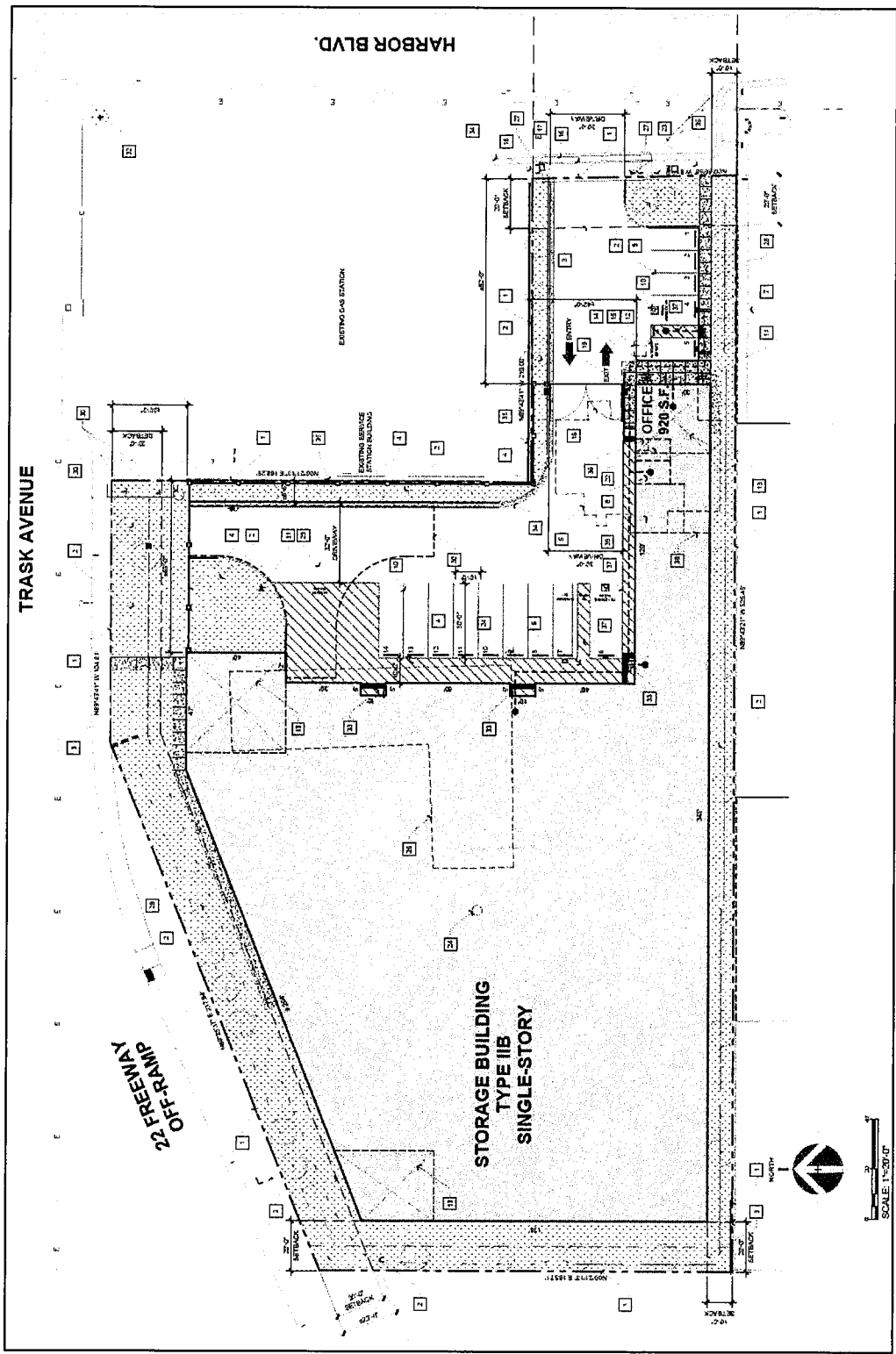
Figure 2 Project Site



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Figure 3 Project Site Plan





State CEQA Guidelines, Appendix G: Hydrology and Water Quality

The *CEQA Guidelines* Appendix G states that a significant impact on hydrology and water quality may result if the project would:

- a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- b. *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;*
- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
 - i. *Result in substantial erosion or siltation on- or off-site;*
 - ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
 - iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or,*
 - iv. *Impede or redirect flood flows.*
- d. *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;*
- e. *Conflict with or obstruct implementation of a water quality control or sustainable groundwater management plan.*

Urban runoff can have a variety of harmful effects. Oil and grease contain several hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water. The following discussion includes analysis of the project pursuant to the above criteria.

The project site is completely paved and contains one vacant building. Stormwater runoff that does not infiltrate on site currently flows to existing City drainage facilities. Building lot coverage under the project would consist of approximately 53 percent of the project site (42,735 sf of proposed building footprint on an 80,081 sf site). The project would not increase impervious surface on the site since the site is paved and does not currently contain any pervious surfaces.

The following discussion contains an analysis of the project in relation to the *CEQA Guidelines* threshold criteria for hydrology and water quality.



Threshold a: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Threshold e: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Erosion and sedimentation that may result from construction activities would be limited since the project site is completely paved and developed. However, potential discharge from construction equipment and materials may occur. The applicant would be required to comply with all City requirements under the current National Pollutant Discharge Elimination System (NPDES) MS4 Permit during construction and operation of the project. The City requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP), pursuant to the Construction General Permit, General Permit Order 2009-0009-DWQ, in order to comply with the NPDES. The SWPPP requirements would need to be satisfied prior to beginning construction on the project since the site is greater than one acre. The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation and approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls, as well as incorporation of Low Impact Development (LID) Best Management Practices such as the Best Available Technology Economically Achievable and the Best Conventional Pollutant Control Technology in order to avoid discharging pollutants into waterways.

Post-construction and operation of the project would comply with Garden Grove Municipal Code Section 6.40.050, *Controls for Water Quality Management* (Garden Grove 2019b). Though the project would not increase impervious surfaces for the developed site, LID Best Management Practice measures would be incorporated as part of the project to reduce surface runoff and remove pollutants prior to stormwater conveyance. Development of the proposed project would not result in a reduction in groundwater recharge or otherwise affect the underlying groundwater basin; would not result in additional stormwater runoff; and would not degrade the quality of stormwater runoff from the site with SWPPP compliance. Therefore, the project would have a **less than significant impact**.

Threshold b: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project entails the construction of a 41,584 sf self-storage facility, with an associated 957 sf office and 1,573 sf manager's residence. The storage units and office space would not have plumbing; water consumption during project operation would mostly be for landscape maintenance and use of the manager's residence. The project would be connected to water lines served by the City Public Works Department's Water Services Division.

The project site consists of impervious surfaces from the paved lot and existing building. Therefore, impervious surfaces resulting from the proposed building footprint, driveways and parking lots, and landscaping would be like existing conditions. Any change in infiltration would not have a significant impact on groundwater supplies or recharge since the project site is fully developed and no groundwater wells would be installed as part of the project. Therefore, the project would have a **less than significant impact** on groundwater supplies or recharge.



Threshold c: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site;*
- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*
- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or,*
- iv. Impede or redirect flood flows.*

As stated above, the project site is completely paved with one vacant building on site. Project construction would result in limited erosion due to the developed nature of the site. Implementation of the project would not result in a net increase in impervious surfaces since the site is already paved and developed; and implementation of the project would not substantially alter surface runoff. The project would incorporate several stormwater drainage and storage features, such as building roof drainage, a one percent perimeter swale and an on-site stormwater catch basin. Therefore, implementation of the project would not substantially alter the existing drainage pattern of the site or area and would result in a **less than significant impact**.

Threshold d: In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is in Federal Emergency Management Agency (FEMA) flood zone Zone A (U.S. Department of Homeland Security 2019). Zone A is characterized as a high-risk Special Flood Hazard Area (SFHA), inundated by a 100-year floodplain with no Base Flood Elevations or flood depths (City of Garden Grove 2019c). The project site is approximately 90 feet in elevation and located approximately 450 feet north of the East Garden Grove-Wintersburg Channel, which is completely channelized from Huntington Beach (by Bolsa Chica State Beach, located approximately 13 miles southwest of the project site) to the Haster Retarding Basin (located approximately 1.4 miles northeast of the project site). The immediate vicinity along the East Garden Grove-Wintersburg Channel is completely urbanized. The property owner of the project site would be required to obtain flood insurance or request a FEMA Letter of Map Amendment (LOMA), which would effectively remove the project site from the SFHA (City of Garden Grove 2019c). However, the issuance of flood insurance or granting of a FEMA LOMA is not a CEQA issue that would prevent construction and operation of the project.

The project site is located outside of a tsunami inundation area, due to its distance (over 10 miles) from the ocean. There are no bodies of water in the vicinity of the project site that could cause a seiche. The project would operate as a self-storage facility for common household goods (e.g., furniture, clothing, etc.) and include one manager's residence on the second story above the office space. As such, the project would not pose a risk for releasing pollutants during a flood or inundation event. Therefore, the project would have no risk of pollutant release from a flood, tsunami, or seiche event, and the project would have **no impact**.



Conclusion

Based on review of the project under *CEQA Guidelines* Appendix G criteria for hydrology and water quality, the project would have a less than significant impact.

- As stated above under threshold *a*, the project would be required to comply with the City's current NPDES permit and project-specific SWPPP. Additionally, the project would implement Best Management Practices during construction and use permanent LID measures for ongoing operation. The impacts related to water quality would be less than significant.
- As stated above under thresholds *b* and *c*, the project site consists of existing impervious surfaces which would remain impervious under project operation. Any change in infiltration would not have a significant impact on groundwater supplies or recharge since the project site is fully developed and no groundwater wells would be installed as part of the project. The project would incorporate several stormwater drainage and storage features, which ensure the project would not substantially alter the existing drainage pattern of the project site or vicinity. Therefore, the project would have a less than significant impact on groundwater supplies or recharge and drainage patterns. As stated above under threshold *d*, the project does not pose a risk for releasing pollutants during a flood or inundation event due to the proposed use as a self-storage facility with a manager's residence. The project site is not located in a tsunami or seiche zone. However, the project site is in a FEMA flood zone which would require the property owner to obtain flood insurance or request a FEMA LOMA. The requirement of flood insurance or the granting of a FEMA LOMA are not CEQA issues.

Sincerely,
Rincon Consultants, Inc.

Handwritten signature of Lynette Leighton in black ink.

Lynette Leighton, MEM AICP
Senior Environmental Planner

Handwritten signature of Deanna Hansen in black ink.

Deanna Hansen
Principal



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January 6, 2020
Project No: 19-08475

Natalia Hinkleman, Project Lead
Jordan Architects, Inc.
131 Calle Iglesia, Suite 100
San Clemente, California 92672
Via email: nhinkleman@jordanarchitects.com

Subject: Harbor Boulevard Self-Storage Project, Historical Resources Study, 13531 and 13551 Harbor Boulevard, Garden Grove, California 92843

Dear Ms. Hinkelman:

This report presents the findings of a historical resources study for the Harbor Boulevard Self-Storage Project (project) in Garden Grove, Orange County, California. Rincon Consultants, Inc. (Rincon) was retained by Jordan Architects, Inc. to determine whether any resources located in the project site qualify as historical resources under the California Environmental Quality Act (CEQA). The present study included a records search, background and archival research, and an intensive-level survey of the project site. All work was completed in compliance with CEQA.

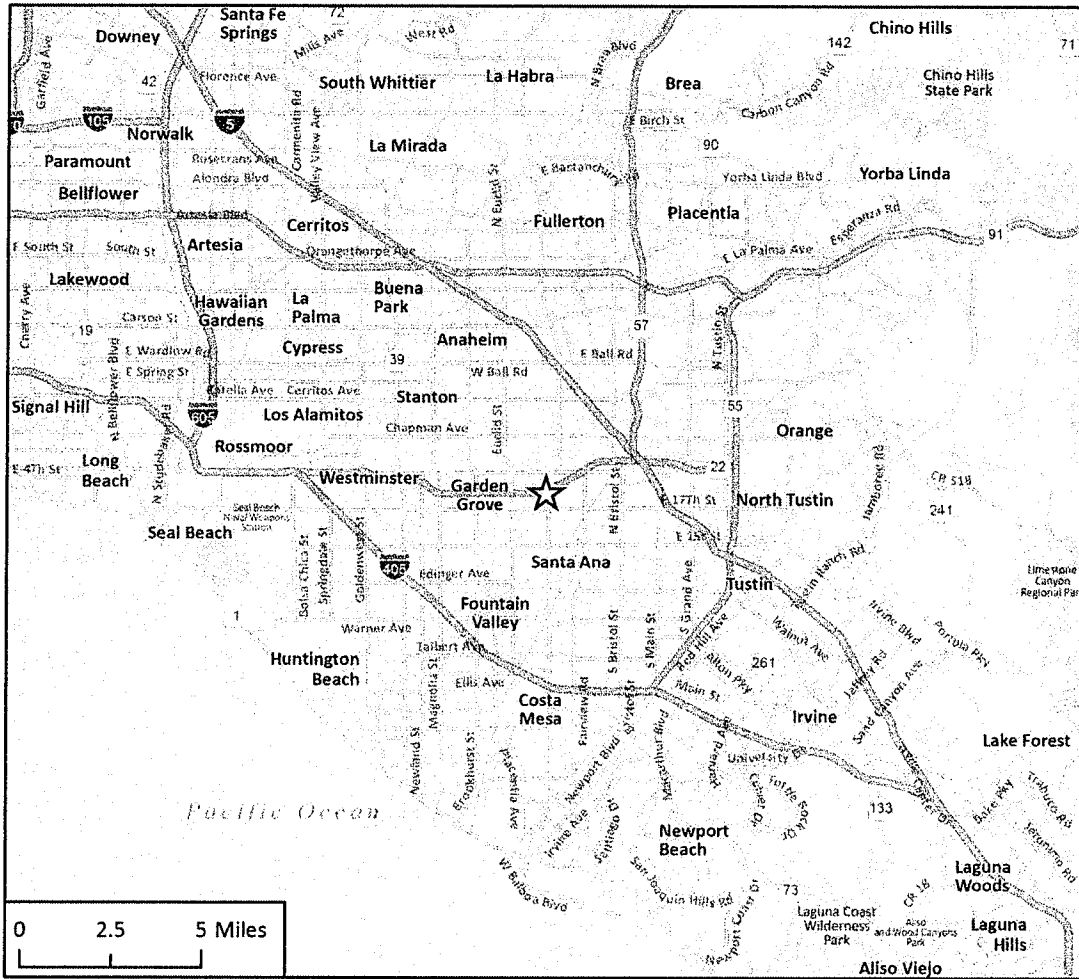
Project Description

The 1.84-acre project site is being evaluated for future development as a 41,584 square foot (sf) self-storage facility with an associated 957 sf office, 1,573 sf management residence, and a parking lot. The project site consists of three parcels with two addresses (13531 and 13551 Harbor Boulevard) and is in the southwest corner of the Trask Avenue and Harbor Boulevard Road intersection. 13531 Harbor Boulevard (Assessor's Parcel Numbers [APNs] 100-122-12 and 100-122-22) is fully paved, and currently vacant, and contains a shade structure fronting Trask Avenue which would be demolished as part of the project. 13551 Harbor Boulevard (APN 100-122-11) contains an unoccupied building fronting Harbor Boulevard, which would be demolished as part of the project. This single commercial property is over 45 years of age. Figure 1 and Figure 2 show the regional location and project site boundary, respectively. Figure 3 shows the proposed project site plan.

Rincon understands that the appropriate CEQA documentation for the project is anticipated to be a Class 32 Categorical Exemption (CE). The purpose of this historic resources study is to provide the City with an analysis of potential project impacts related to the demolition of a structure over 45 years of age, to support the City's final decision regarding the project's eligibility for a Class 32 CE.



Figure 1 Regional Location



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★ Project Location

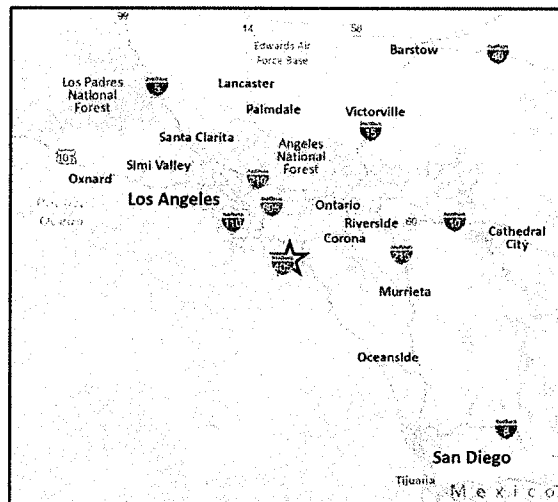




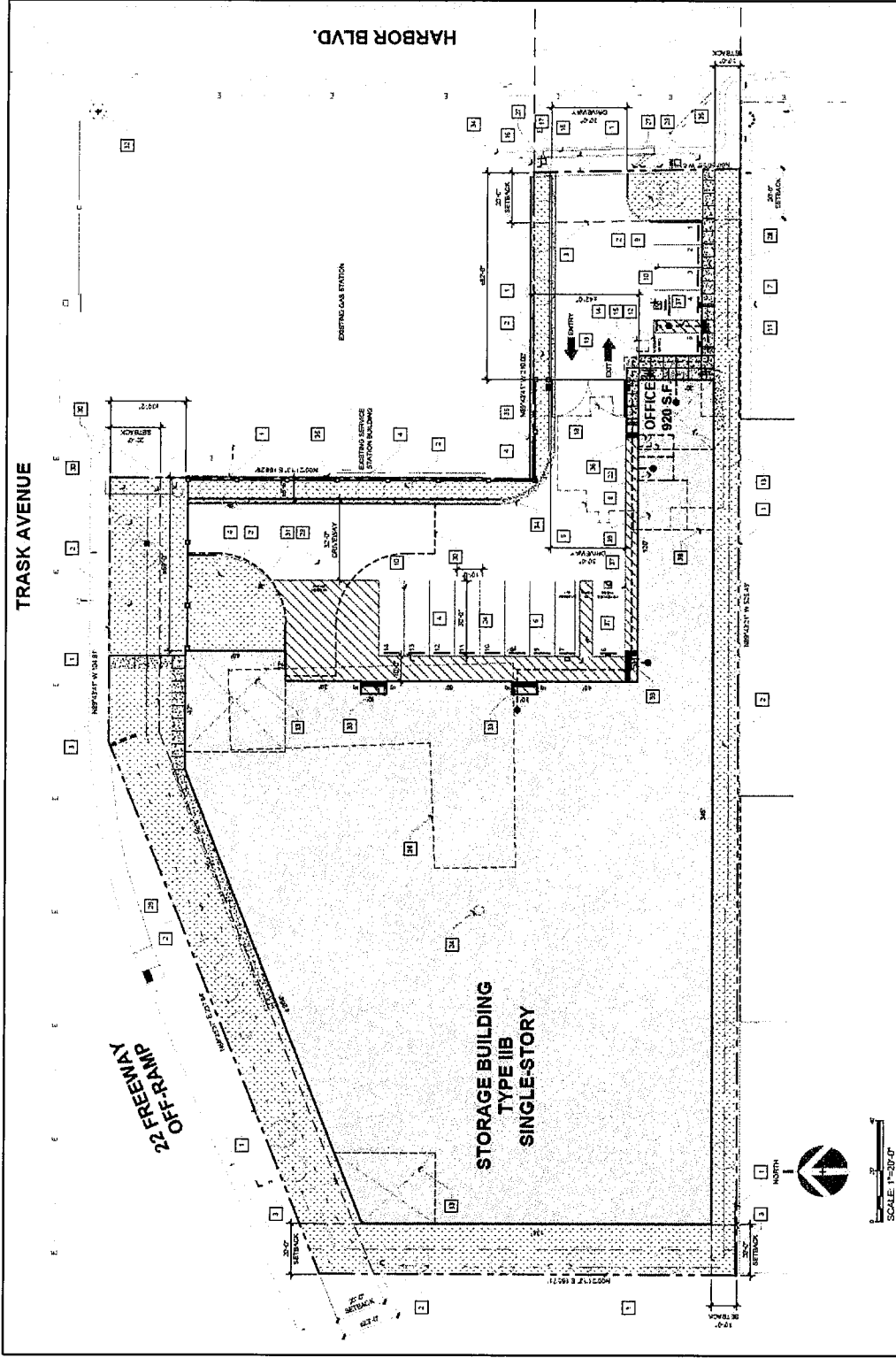
Figure 2 Project Site



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Figure 3 Project Site Plan



Jordan Architects, Inc. 2019.



Regulatory Setting

CEQA

Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the *CEQA Guidelines*, and PRC §§21083.2 and 21084.1 were used as the basic guidelines for this historic resource study. CEQA (§21084.1) requires that a lead agency determine if a project could have a significant effect on historical resources. A historical resource is one listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (§21084.1), included in a local register of historical resources (§15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (§15064.5[a][3]). Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR.

According to CEQA, impacts that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (*CEQA Guidelines* Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register (*CEQA Guidelines* Section 15064.5[b][2][A]).

National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets one of the following:

- Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Are associated with the lives of persons significant in our past
- Criterion C:** Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:



- Location:** The place where the historic property was constructed or the place where the historic event occurred
- Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- Setting:** The physical environment of a historic property
- Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time
- Association:** The direct link between an important historic event or person and a historic property

California Register of Historical Resources

The CRHR was created by Assembly Bill 2881, which was established in 1992. The California Register is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (PRC, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the National Register criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (PRC, 5024.1(b)). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the National Register.

The CRHR consists of properties that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** 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
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

Brief Historical Context

The settlement which would become Garden Grove was founded by Alonzo Cook. Cook purchased 160 acres from C. E. Palmer in 1874 (City of Garden Grove 2019). Naming the new community "Garden Grove," Cook sought to create an area that lived up to its name, subdividing land, planting trees, and establishing a school to bolster the City's aesthetic character. In 1889, the community boasted approximately 200 residents, a church, and post office (Tortolano 2014).

The Pacific Electric railroad came to the City in 1905, bringing commerce, visitors, and settlers. Like many towns in Orange County, the community's commerce was largely focused on agricultural from the



early- to mid-twentieth century. A flood in 1916 and an earthquake in 1933 somewhat stalled the City's growth, although the population boomed with the advent of World War II (City of Garden Grove 2019).

World War II ushered in a new era of expansion in California. Its training camps, military facilities, and proximity to the Pacific placed the state at a particularly advantageous position for heavy military traffic. Over the course of the war, an estimated seven million soldiers spent time in California (California Department of Transportation 2011). With this influx of west coast attention came a greater emphasis on its industry: during the war Southern California ranked first in the country for aircraft manufacturing.

By the end of the war, the population boom in Southern California had triggered a dire housing shortage. After the war, government officials estimated an immediate need for five million housing units and over 12 million units in the ensuing years. The Federal Housing Administration (FHA)'s mortgage guarantee program put homeownership within reach for many returning veterans and others. The resulting construction boom, throughout Southern California, transformed miles of agricultural or undeveloped land into new housing tracts (California Department of Transportation 2011).

Orange County was no exception in this respect, as acres of citrus groves gave way to new housing. These housing tracts accommodated the rapid influx of new residents. In fact, Garden Grove was the fastest growing city in the 1950s, as available land and low prices drew thousands to the community (City of Garden Grove 2019).

In 1956, residents agree to incorporate their town. In 1958, the City held its first Strawberry Festival which is the second largest community sponsored event in the western United States. In 1960, the City had a population of 44,000. Today there are over 170,000 residents, and Garden Grove ranks fifth largest city in Orange County and 18th largest in the state of California (City of Garden Grove 2019).

Methodology

Cultural Resources Records Search

To identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project site, Rincon conducted background research that included a search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on December 4, 2019. The CHRIS records search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list.

The SCCIC records search identified 14 previous studies within a 0.5-mile radius of the project site. Two of these reports were in the project site. Three reports were located adjacent to the project site.

The SCCIC records search identified eight previously recorded cultural resources within a 0.5-mile radius of the project site. None of these were located within the project site. A summary of the results of the CHRIS records search is included in Attachment A.

Archival and Background Research

Archival research was completed in December 2019 and focused on the review of a variety of primary and secondary source materials relating to the history and development of the subject property and its surroundings. Sources included, but were not limited to, historic maps and photographs, contemporary



newspaper articles, and written histories of the area. The following is a list of sources consulted in order to conduct research pertaining to the subject property.

- Historic aerial photographs accessed digitally via Nationwide Environmental Title Research (NETR) Online, Inc. and the University of California, Santa Barbara Map & Imagery Lab
- Historic topographic maps accessed digitally via United States Geologic Survey
- Historic newspaper articles accessed digitally via newspapers.com
- Building permits available on the City of Garden Grove Building and Planning website

Intensive-Level Field Survey

On December 6, 2019, Rincon Architectural Historian Alexandra Madsen conducted a historical resources field survey of the subject property. The survey consisted of a visual inspection of all built environment features on the property to determine if they qualify as historical resources under CEQA. The survey served to assess the age, condition and integrity of these features, and to identify and document any potential character-defining features. Observations were recorded using detailed notes and digital photographs.

As a result of the survey, one built environment property over 45 years of age was identified within the project area at 13551 Harbor Boulevard. Described in further detail below, the potential resource was recorded and evaluated on California Department Parks and Recreation (DPR) 523 series forms, which are included in Attachment B. The parcel within the project site at 13531 Harbor Boulevard (APN 100-122-12) contains a parking lot with solar panel cells and did not warrant consideration as a historical resource as a result.

Findings

Physical Description

The property at 13551 Harbor Boulevard includes a former single-family residence that was converted to a commercial use in the 1970s. The property is currently vacant and is bordered by a gas station and Trask Avenue to the north, Harbor Boulevard to the east, a restaurant to the south, and the Garden Grove Freeway (State Route 22) to the west. The building is accessible via Harbor Boulevard and faces east onto the street. Hardscaping is comprised of concrete slab and the outline of where a circular fountain was likely once located. The area in front of the residence was likely used as a showroom when the building was utilized for commercial purposes (Figure 4).

Highly altered, the single-story building has an irregular footprint, concrete foundation, and exterior clad in wood siding. The gable roof is clad in composition shingles. The primary façade of the building is dominated by an addition that was completed at an unknown date, which features a shed roof, siding of both latticed wood and vertical board woods, and aluminum sliding windows. It blocks much of the original façade, which likely included the exterior of the brick chimney that projects from the addition. Windows along the original façade were also replaced with aluminum sliders at an unknown date. Brick lines the lower portion of the exterior surrounding the primary entrance, which has a paneled wood door (Figure 5).

The north façade features a central slatted vent beneath the gable. Fenestration along this elevation is comprised of vinyl casement windows with wood surrounds. Electrical equipment is sporadically placed along the elevation (Figure 6). The south elevation has similar features as the other elevations with



aluminum sliding windows; the building's rear addition, which is not visible from public right-of-way, is visible along this elevation in the building's sloping gable roof (Figure 7).

The setting of the area is comprised of commercial buildings mostly dating from the 1980s through the present date. The building is sited immediately adjacent to a gas station (Figure 8).

Figure 4 View of Primary (East) Façade, 13551 Harbor Boulevard





Figure 5 Detail of Primary (East) Façade and Entrance, 13551 Harbor Boulevard



Figure 6 View of North Elevation, 13551 Harbor Boulevard

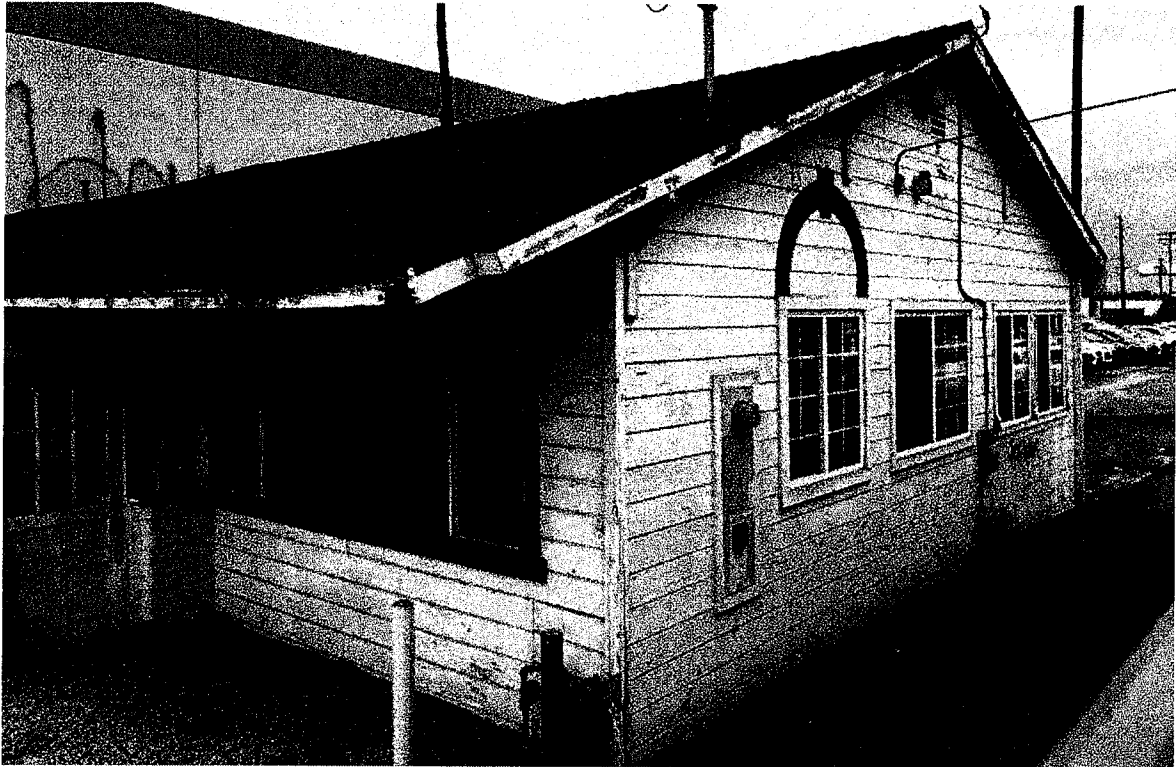




Figure 7 View of South Elevation, 13551 Harbor Boulevard



Figure 8 General Setting of Subject Property, 13551 Harbor Boulevard



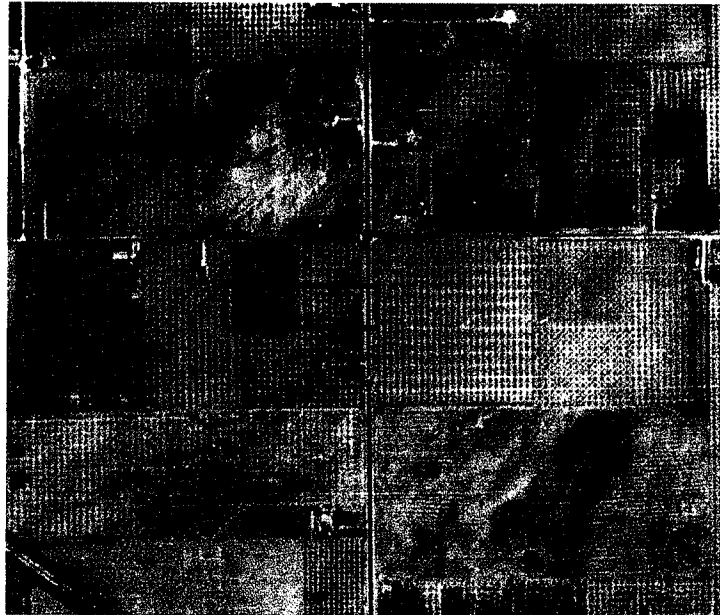


Property History

Located in Garden Grove, the area immediately surrounding the subject property was primarily occupied by residence-peppered citrus fields for much of the twentieth century. Although the original building permit was not available, aerials date the residence's construction to sometime between 1938 and 1947. A WWII veteran, Charles Devore owned the property from at least 1947 to 1967, and worked as a general building contractor out of the property (Western Directory Company 1947). A garage was constructed sometime between 1953 and 1958 on the property, and an equipment shed was completed in 1958 (City of Garden Grove 1958).

Development surrounding the subject property has changed over the last century. In the early 20th century the area was characterized by its many citrus fields; a common theme in Southern California. An aerial from 1938 evidences the many citrus groves surrounding the property prior to its development (Figure 9; UCSB Map & Imagery Lab 1938).

Figure 9 Aerial View of the Property in 1938, Subject Property Outlined



Although many citrus fields are still extant in the 1948 aerial, it also evidences the general populating of the area, with several buildings constructed in the general vicinity (Figure 10; UCSB Map & Imagery Lab 1948).

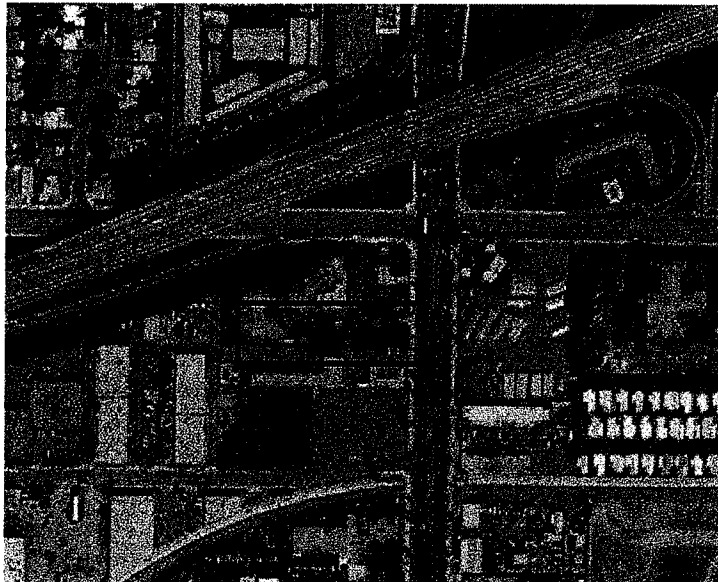


Figure 10 Aerial View of the Area in 1948, Subject Property Outlined



By 1950, some of the citrus groves were cleared, and the community was rapidly developed in the 1950s. An aerial photograph from 1977 evidences this transition, as the landscape is dramatically different from the 1948 aerial. Commercial buildings, residential tract developments, and a multi-lane highway are all visible in the rapidly developed area (Figure 11).

Figure 11 Aerial View of the Area in 1977, subject property outlined



The transition from residential and agricultural use to commercial use of the surrounding area also affected the subject property, which was used as a residence from the time of its construction until



1973, when it was converted from a residential to commercial use. According to a business permit from 1973, the building was operated by Sanford & Sons, a company that sold antique, new, and used furniture (City of Garden Grove 1973a-b). It is not clear if the company was at all associated with the national company, Sanford & Sons, which was founded in Connecticut in the 19th century, expanded to Los Angeles circa 1915, and specialized in rugs (Los Angeles Times 1915).

A fire broke out at the store in 1981 (Los Angeles Times 1981). From 1981 to at least 2016, the building was occupied by Villa D'Este, a store dedicated to garden statues and fountains (Los Angeles Times 1985). The building was vacant at the time of the field survey.

Evaluation

As a result of this study, the property at 13551 Harbor Boulevard is recommended ineligible for listing in the NRHP or CRHR under any applicable significance criteria. The property was initially developed as a circa 1943 single-family residence but was converted to a commercial use in the 1970s. Research failed to indicate that the property exemplifies or reflects any special elements of the City's history as it was not one of the earlier residences associated with the citrus industry or early development of the City. Additionally, the building no longer retains integrity of setting or association due to extensive alterations. For this reason, the property is ineligible for listing in the NRHP and CRHR under Criteria A/1.

The subject property was owned by various people over the course of its history. Research on the first recorded owner of the property, a general building contractor named Charles Devore, did not imply that he was a notable person in the City's development. The archival research conducted for this study failed to indicate that the property is directly associated with any individuals important in the history of the city, region, state, or nation, making it ineligible for listing in the NRHP and CRHR under Criteria B/2.

Initially developed sometime circa 1943, the property was designed as a relatively simple single-family residence but substantially altered through its conversion to commercial use. Additions were completed on the front and rear of the building and most, if not all, windows were replaced with aluminum sliders or vinyl casement windows at an unknown date. The front lawn was paved to serve as a showroom, and no citrus trees are extant on the site. As a result, it does not embody distinguishing architectural characteristics of a style, type, period, or method of construction. The archival research conducted for this study did not uncover any notable builder, designer, architect, or artist to be associated with the property. For this reason, the subject property is ineligible for listing in the NRHP and CRHR under Criteria C/3.

The records search and archival research conducted for this study failed to indicate that the subject property is likely to yield information important to history or prehistory, making it ineligible for listing in the NRHP and CRHR pursuant to Criteria D/4. The property does not appear to constitute a historic district, nor does it appear to contribute to any known or potential historic district.

Conclusion

As a result of this study, the subject property is recommended ineligible for federal or state designation, and therefore is not considered a historical resource as defined by CEQA. Therefore, implementation of the subject project **would not result in an impact to historical resources.**



Should you have any questions concerning this study, please do not hesitate to contact the undersigned at (510) 834-4455 ext. 9984 or streffers@rinconconsultants.com.

Sincerely,
Rincon Consultants, Inc.

Handwritten signature of Alexandra Madsen in black ink.

Alexandra Madsen, MA
Architectural Historian

Handwritten signature of Steven Treffers in black ink.

Steven Treffers, MHP
Senior Architectural Historian

Attachments

- Attachment A CHRIS Records Search Summary
- Attachment B California DPR 523 Series Forms



References

Bean, Walton

- 2003 *California: An Interpretive History*. McGraw-Hill Book Company, New York. 1968; Rolle, Andrew. *California: A History*. Revised and Expanded Sixth Edition. Harlan Davidson, Inc., Wheeling, Illinois

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- 2011 *Tract Housing in California 1945-1973: A Context for National Register Evaluation*. Sacramento, CA. Page 9.

Garden Grove, City of

- 1958 Building Permit No. 2902. Issued on May 15.
1973a Letter from Building Inspector to Sanford and Sons. August 14.
1973b Business Permit. February 14.
2006 Building Permit No. 87793. Issued on October 30.
2019 "History." <https://ggcity.org/history>. Accessed December 9, 2019.

Los Angeles Times

- 1915 "Just in Time!" July 11.
1981 "Store Damaged by Fire." August 6.
1985 "Garden Grove store last word in garden statuary and fountains." July 19.

National Park Service (NPS)

- 1983 *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Electronic document accessed December 6, 2011. Online at http://www.nps.gov/history/local-law/Arch_Standards.htm.
1995 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin. U.S. Department of the Interior. Accessed on June 2, 2019 at <https://www.nps.gov/nr/publications/bulletins/nrb15/>

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Shumway, Burgess McK.

- 2007 *California Ranchos: Patented Private Land Grants Listed by County*. Rockville, Maryland: Borgo Publishing Press.

Tortolano, Jim

- 2014 "A. G. Cook Planted Garden Grove," *Orange County Tribune*. <https://orangecountytribune.com/2014/06/14/founding-fathers-a-g-cook-planted-garden-grove/>. Accessed December 9, 2019.



UCSB Map & Imagery Lab.

Var. "FrameFinder" [aerial photograph database]. Aerials of project area viewed online.
http://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed December 5, 2019.

Western Directory Company

1947 *South Orange County Directory*. Santa Ana, California. Page 231.

Attachment A

CHRIS Records Search Summary

Report List

19-08475 Harbor Blvd project

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
OR-01949		1995	Padon, Beth, McLean, Deborah, and Strudwick, Ivan	Cultural Resource Assessment for the City of Garden Grove	LSA Associates, Inc.	30-000392, 30-001260, 30-001261, 30-001262, 30-001263, 30-001264, 30-001265, 30-001266, 30-001267, 30-001268, 30-001269, 30-001270, 30-001307
OR-01954		1996	Padon, Beth	Archaeological Archival Review and Survey of the Co 5 and Co 6 Flood Control Channels, Anaheim, Newport, and Seal Beach USGS 7.5' Quadrangles, Orange County, California	Petra Resources, Inc.	
OR-02017		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number 454.2, County of Orange, California	LSA Associates, Inc.	
OR-02360		2000	Duke, Curt	Cultural Resource Assessment of At&t Fixed Wireless Services Facility Number Oc_454_a, County of Orange, California	LSA Associates, Inc.	
OR-02849		2003	Dice, Michael H.	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate Og60xc604e (harbor Plaza), 13141 Harbor Blvd., Garden Grove, Orange County, California	Michael Brandman Associates	
OR-02891		2004	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate Sc-079-05 (cc) 13812 West Street, Garden Grove, Orange County, California	Michael Brandman Associates	
OR-02906		2002	Bonner, Wayne H.	Records Search Results for Cingular Wireless Site Sm-186-01 (the Todd Pipe and Supply Site), Located at 13591 Harbor Blvd., Garden Grove, Orange County, California	W. H. Bonner Associates	
OR-03019		2006	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for T-mobile Telecommunications Facility Candidate La02835 (california Custom Lift) 13812 West Street, Garden Grove, Orange County, California	Michael Brandman Associates	
OR-03297		2002	Hupp, Jill	Supplemental Historic Architectural Survey Report for the State Route 22/west Orange County Connection in Orange County	California Department of Transportation	
OR-03371		2000	Ritchie, Michael	Determination of Effect State Route 22/west Orange County Connection	Caltrans District 12	19-000392, 19-001352

Report List

19-08475 Harbor Blvd project

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
OR-03423		2006	Bonner, Wayne H. and Sarah A. Williams	Cultural Resource Records Search Results and Site Visit for Royal Street Communications, Llc Telecommunications Facility Candidate La0643a (harbor Boulevard and Freeway 22) 11861 Cardinal Circle, Garden Grove, Orange County, California	Michael Brandman Associates	30-157376, 30-176876, 30-176877, 30-176878, 30-176879, 30-176880, 30-176881, 30-176882, 30-176883, 30-176884, 30-176885, 30-176886, 30-176887, 30-176888, 30-176889, 30-176890, 30-176891, 30-176892, 30-176893, 30-176894, 30-176895, 30-176896, 30-176897, 30-176898, 30-176899, 30-176900, 30-176901, 30-176902, 30-176903, 30-176904, 30-176905, 30-176906, 30-176907, 30-176908, 30-176909, 30-176910, 30-176911, 30-176912, 30-176913, 30-176914, 30-176915, 30-176916, 30-176917, 30-176918, 30-176919, 30-176920, 30-176921, 30-176922, 30-176923, 30-176924, 30-176925, 30-176926, 30-176927, 30-176928, 30-176929, 30-176930, 30-176931, 30-176932, 30-176933, 30-176934, 30-176935, 30-176936, 30-176937, 30-176938, 30-176939, 30-176940, 30-176941, 30-176942, 30-176943
OR-03776		2000	Padon, Beth	Historic Property Survey Report for Harbor Boulevard Smart Street Improvements, City of Garden Grove, Orange County, California.	Discovery Works, Inc.	
OR-03890		2000	Slauson, Dana	Historic Property Survey Report and Historic Property Survey Report - Reduced Build Alternative Addendum	Greenwood and Associates; Parsons Brinckerhoff Quade & Douglas, Inc.	30-157430, 30-161847, 30-177022, 30-177023, 30-177024, 30-177025, 30-177026, 30-177027, 30-177028, 30-177029, 30-177030, 30-177031, 30-177032, 30-177033, 30-177034

Report List

19-08475 Harbor Blvd project

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
OR-04195		2011	Rogers, Leslie	Section 106 Consultation for the Santa Ana and Garden Grove Fixed Guideway Corridor Project, Orange County, CA	Federal Transit Authority	30-001030, 30-001031, 30-001374, 30-001375, 30-001377, 30-001378, 30-001379, 30-001589, 30-160798, 30-160801, 30-160803, 30-160819, 30-160824, 30-160830, 30-160891, 30-161037, 30-161847, 30-176651, 30-176653, 30-176657, 30-176658, 30-176659, 30-176809, 30-176912, 30-176913, 30-176914, 30-176915, 30-176916, 30-176917, 30-176918, 30-176992, 30-176993, 30-176994, 30-176995, 30-177027, 30-177028, 30-177029, 30-177030, 30-177031, 30-177032, 30-177033, 30-177034, 30-179882

Resource List

19-08475 Harbor Blvd project

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-30-176776		OHP Property Number - 135478; Resource Name - 12371 Pearce St; Other - zip 92843	Building	Historic	HP02 (Single family property)	2002 (J. Hupp, Caltrans)	OR-03026
P-30-176911		OHP Property Number - 154119; Resource Name - 13650 Harbor; Other - map #157; Other - zip 92843	Building	Historic	HP06 (1-3 story commercial building)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776
P-30-176912		OHP Property Number - 154118; Resource Name - 12022 Quatro; Other - 101-315-27; Other - zip 92843	Building	Historic	HP02 (Single family property)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776, OR-04195
P-30-176913		OHP Property Number - 154117; Resource Name - 13821 Figueroa; Other - map #145; Other - zip 92843	Building	Historic	HP02 (Single family property)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776, OR-04195
P-30-176914		OHP Property Number - 154116; Resource Name - 13791 Figueroa; Other - map #142; Other - zip 92843	Building	Historic	HP02 (Single family property)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776, OR-04195
P-30-176915		OHP Property Number - 154115; Resource Name - 13771 Figueroa; Other - map #141; Other - zip 92843	Building	Historic	HP02 (Single family property)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776, OR-04195
P-30-176918		OHP Property Number - 154112; Resource Name - 3802 W Westminster; Other - map #121	Building	Historic	HP06 (1-3 story commercial building)	2000 (McElroy, Sheila, Circa: Historic Property Development)	OR-03776, OR-04195
P-30-177025		Resource Name - 11353 Trask Ave; Other - zip 92843	Building	Historic	HP02 (Single family property)	1999 (Dana Slawson and Adrienne Smith, Greenwood & Associates)	OR-03890

Attachment B

California DPR 523 Series Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 Resource name(s) or number (assigned by recorder) 13551 Harbor Boulevard

P1. Other Identifier: *N/A*

***P2. Location:** Not for Publication Unrestricted

***b. USGS 7.5' Quad:** *Anaheim*

***c. Address:** *13551 Harbor Boulevard*

***e. Other Locational Data:** *APN 100-122-11*

***a. County:** *Orange County*

Date: *1981*

City: *Garden Grove*

Zip: *94843*

***P3a. Description:**

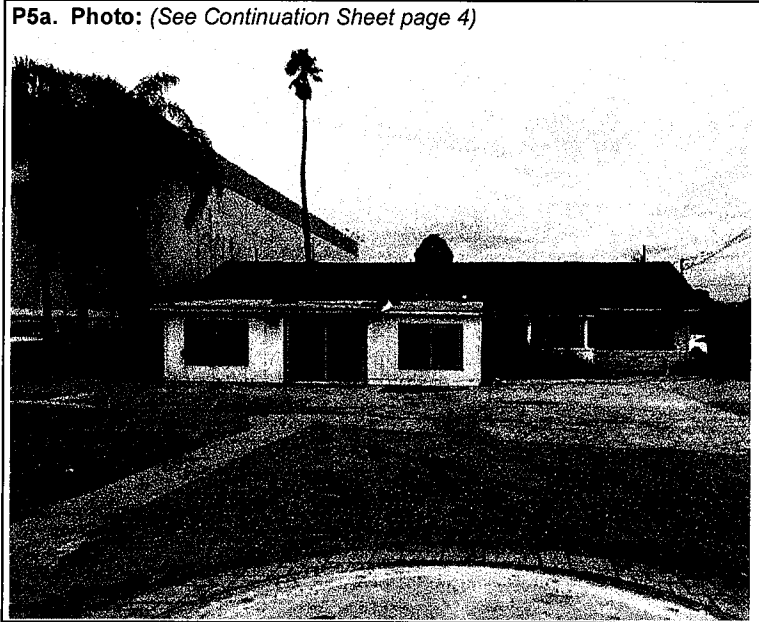
The property at 13551 Harbor Boulevard includes a former single-family residence that was converted to a commercial use in the 1970s. The property is currently vacant and is bordered by a gas station and Trask Avenue to the north, Harbor Boulevard to the east, a restaurant to the south, and the Garden Grove Freeway to the west. The building is accessible via Harbor Boulevard and faces east onto the street. Hardscaping is comprised of concrete slab and the outline of where a circular fountain was likely once located. The area in front of the residence was likely used as a showroom when the building was utilized for commercial purposes.

Highly altered, the single-story building has an irregular footprint, concrete foundation, and exterior clad in wood siding. The gable roof is clad in composition shingles. The primary façade of the building is dominated by an addition that was completed at an unknown date, which features a shed roof, siding of both latticed wood and vertical board woods, and aluminum sliding windows. It blocks much of the original façade, which likely included the exterior of the brick chimney that projects from the addition. Windows along the original façade were also replaced with aluminum sliders at an unknown date. Brick lines the lower portion of the exterior surrounding the primary entrance, which has a paneled wood door.

***P3b. Resource Attributes:** HP6. 1-3 story commercial building

***P4. Resources Present:** Building Structure Object Site District Other

P5a. Photo: (See Continuation Sheet page 4)



P5b. Photo:

East façade, camera facing west. December 2019.

***P6. Date Constructed/Age and Sources:**

historic c. 1938-1948

***P7. Owner and Address:**

Unknown

***P8. Recorded by:**

*Alexandra Madsen and
Steven Treffers
Rincon Consultants, Inc.
250 East 1st Street Suite 1400
Los Angeles, CA 90012*

***P9. Date Recorded:**

January 6, 2020

***P10. Survey Type:** *Intensive Survey*

***P11. Report Citation:** (Cite survey report and other sources, or enter "none"):

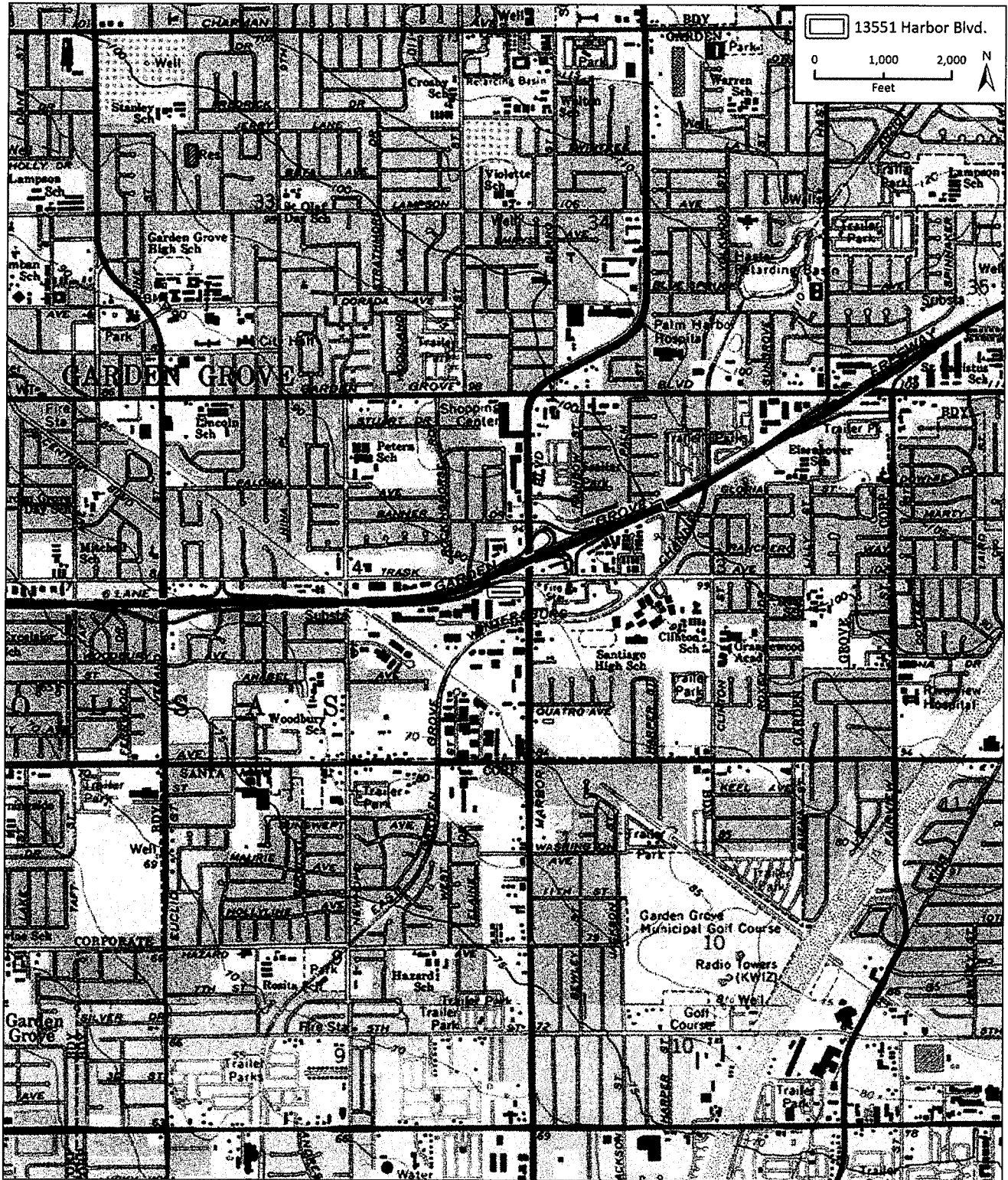
*Madsen, Alexandra and Steven Treffers. 2020.
Historic Resources Memo for 13531 and 13551*

Harbor Boulevard, Garden Grove, Orange County, California. Prepared by Rincon Consultants, Inc.

***Attachments:** None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (list)



BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 5

*CHR Status Code 6Z

*Resource Name or #: 13551 Harbor Boulevard

B1. Historic Name: *13551 Harbor Boulevard*

B2. Common Name: *13551 Harbor Boulevard*

B3. Original Use: *Residential*

B4. Present Use: *Vacant*

***B5. Architectural Style:** *No Discernible Style*

***B6. Construction History:**

Although the original building permit was not available, aerials date the residence's construction to sometime between 1938 and 1947. A garage was constructed sometime between 1953 and 1958 on the property, and an equipment shed was completed in 1958 (City of Garden Grove 1958). Additions were added to the front and rear of the property at an unknown date. The Building was re-roofed in 2006.

***B7. Moved?** No Yes Unknown Date: *N/A*

Original Location: *N/A*

***B8. Related Features:** *N/A*

B9a. Architect: *Unknown* **b. Builder:** *Unknown*

***B10. Significance:** Context/Theme *N/A* Area: *N/A*
Period of Significance: *N/A* Property Type: *N/A* Applicable Criteria *N/A*

Evaluation

As a result of this study, the property at 13551 Harbor Boulevard is recommended ineligible for listing in the NRHP or CRHR under any applicable significance criteria. The property was initially developed as a circa 1943 single-family residence but was converted to a commercial use in the 1970s. Research failed to indicate that the property exemplifies or reflects any special elements of the city's history as it was not one of the earlier residences associated with the citrus industry or early development of the city. Additionally, the building no longer retains integrity of setting or association due to extensive alterations. For this reason, the property is ineligible for listing in the NRHP and CRHR under Criteria A/1.

The subject property was owned by various people over the course of its history. Research on the first recorded owner of the property, a general building contractor named Charles Devore, did not imply that he was a notable person in the city's development. The archival research conducted for this study failed to indicate that the property is directly associated with any individuals important in the history of the city, region, state, or nation, making it ineligible for listing in the NRHP and CRHR under Criteria B/2.

(See Continuation Sheet page 4)

B11. Additional Resource Attributes: *N/A*

***B12. References:**

(See Continuation Sheet page 5)

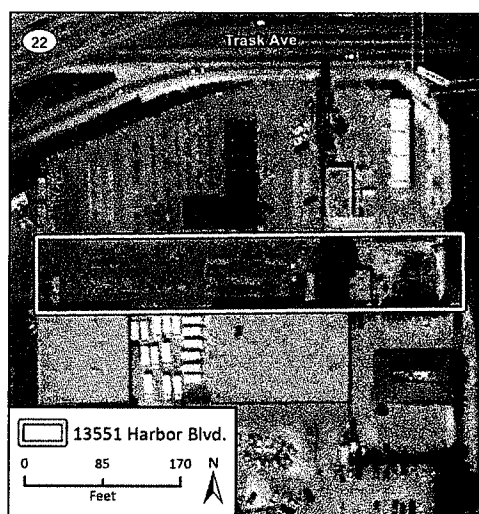
B13. Remarks: *N/A*

***B14. Evaluator:** *Alexandra Madsen, MA and
Steven Treffers, MHP*

***Date of Evaluation:** *January 6, 2020*

(This space reserved for official comments.)

Sketch Map: (Subject Building Outlined)



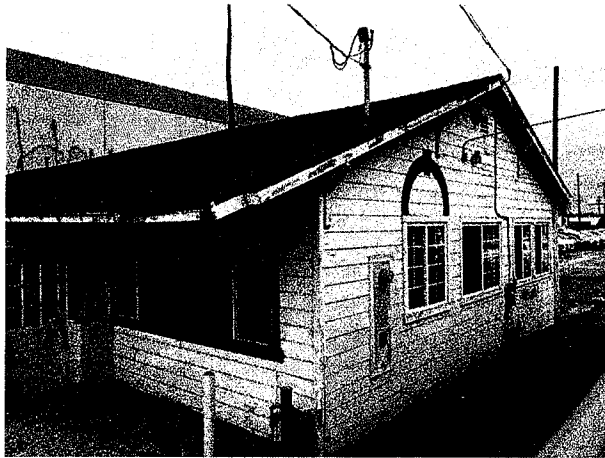
***P3a. Description (continued):**

The north façade features a central slatted vent beneath the gable. Fenestration along this elevation is comprised of vinyl casement windows with wood surrounds. Electrical equipment is sporadically placed along the elevation. The south elevation has similar features as the other elevations with aluminum sliding windows; the building's rear addition, which is not visible from public right-of-way, is visible along this elevation in the building's sloping gable roof. The setting of the area is comprised of commercial buildings mostly dating from the 1980s through the present date. The building is sited immediately adjacent to a gas station.

P5a. Photo (continued):



View of East Façade and Entrance



View of North Elevation

***B10. Significance (continued):**

Initially developed sometime circa 1943, the property was designed as a relatively simple single-family residence but substantially altered through its conversion to commercial use. Additions were completed on the front and rear of the building and most, if not all, windows were replaced with aluminum sliders or vinyl casement windows at an unknown date. The front lawn was paved to serve as a showroom, and no citrus trees are extant on the site. As a result, it does not embody distinguishing architectural characteristics of a style, type, period, or method of construction. The archival research conducted for this study did not uncover any notable builder, designer, architect, or artist to be associated with the property. For this reason, the subject property is ineligible for listing in the NRHP and CRHR under Criteria C/3.

The records search and archival research conducted for this study failed to indicate that the subject property is likely to yield information important to history or prehistory, making it ineligible for listing in the NRHP and CRHR pursuant to Criteria D/4. The property does not appear to constitute a historic district, nor does it appear to contribute to any known or potential historic district.

Page 5 of 5

Resource Name or # (Assigned by recorder) 13551 Harbor Boulevard

*Recorded by Alexandra Madsen and Steven Treffers *Date January 6, 2020 Continuation Update

B12. References (continued):

Bean, Walton. 2003. *California: An Interpretive History*. McGraw-Hill Book Company, New York. 1968; Rolle, Andrew. *California: A History*. Revised and Expanded Sixth Edition. Harlan Davidson, Inc., Wheeling, Illinois

California Department of Transportation. 2011. *Tract Housing in California 1945-1973: A Context for National Register Evaluation*. Sacramento, CA. Page 9.

City of Garden Grove. 1958. Building Permit No. 2902. Issued on May 15.

City of Garden Grove. 1973a. Letter from Building Inspector to Sanford and Sons. August 14.

City of Garden Grove. 1973b. Business Permit. February 14.

City of Garden Grove. 2006. Building Permit No. 87793. Issued on October 30.

City of Garden Grove. 2019. "History." <https://ggcity.org/history>. Accessed December 9, 2019.

Los Angeles Times. 1915. "Just in Time!" July 11.

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Los Angeles Times. 1985. "Garden Grove store last word in garden statuary and fountains." July 19.

National Park Service (NPS). 1983. *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Electronic document accessed December 6, 2011. Online at http://www.nps.gov/history/local-law/Arch_Standards.htm.

National Park Service (NPS). 1995 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin. U.S. Department of the Interior. Accessed on June 2, 2019 at <https://www.nps.gov/nr/publications/bulletins/nrb15/>

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Shumway, Burgess McK. 2007. *California Ranchos: Patented Private Land Grants Listed by County*. Rockville, Maryland: Borgo Publishing Press.

Tortolano, Jim. 2014. "A. G. Cook Planted Garden Grove," *Orange County Tribune*. <https://orangecountytribune.com/2014/06/14/founding-fathers-a-g-cook-planted-garden-grove/>. Accessed December 9, 2019.

UCSB Map & Imagery Lab. Var. "FrameFinder" [aerial photograph database]. Aerials of project area viewed online. http://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed December 5, 2019.

Western Directory Company. 1947. *South Orange County Directory*. Santa Ana, California. Page 231.



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Carlsbad, California 92008

760 918 9444 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

January 6, 2020
Project No: 19-08475

Natalia Hinkleman, Project Lead
Jordan Architects, Inc.
131 Calle Iglesia, Suite 100
San Clemente, California 92672
Via email: nhinkleman@jordanarchitects.com

**Subject: Harbor Boulevard Self-Storage Project, Air Quality Analysis Letter Memorandum
13531 and 13551 Harbor Boulevard, Garden Grove, California 92843**

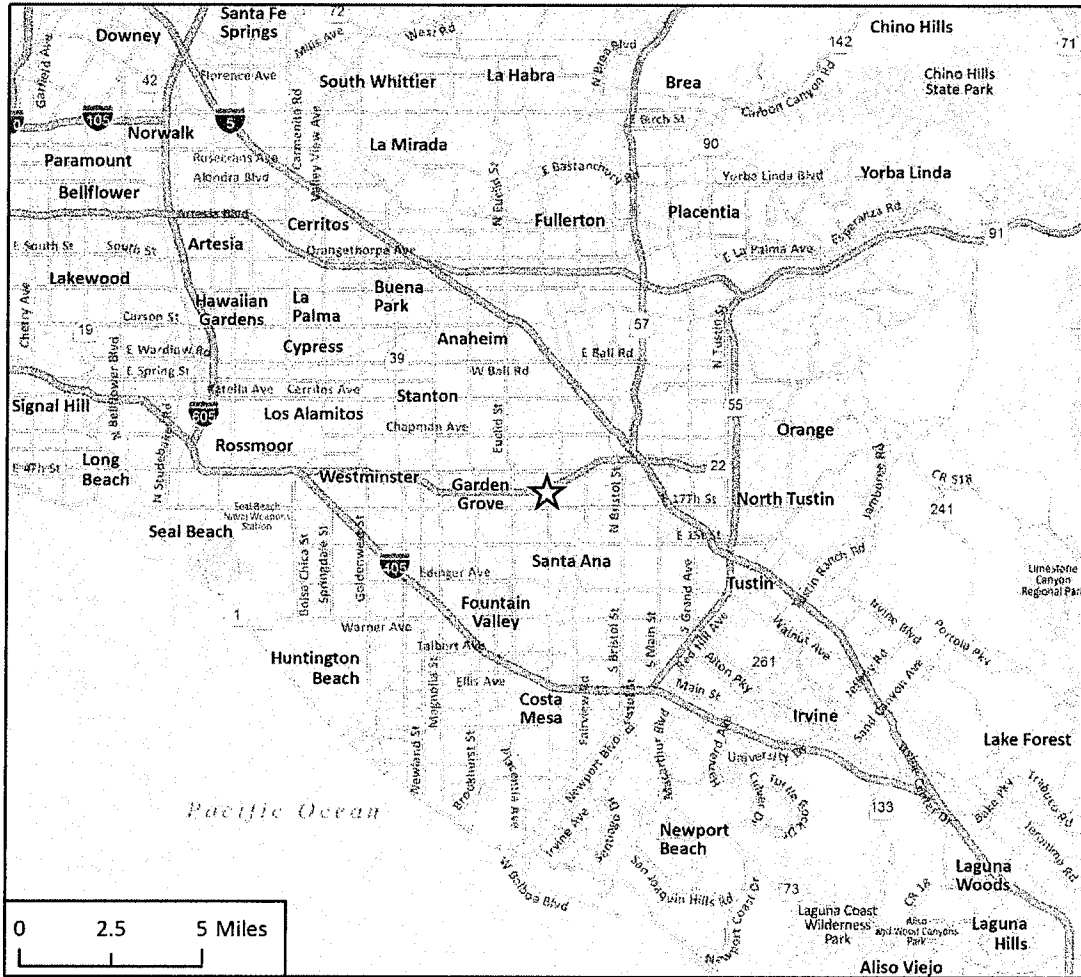
Dear Ms. Hinkleman:

Rincon Consultants, Inc. (Rincon) is pleased to provide this air quality analysis letter memorandum for the Harbor Boulevard Self-Storage Project (project) located in the City of Garden Grove, California. Figure 1 and Figure 2 show the regional location and project site boundary, respectively. The 1.84-acre project site is being evaluated for future development as a 41,584 square foot (sf) self-storage facility with an associated 957 sf office, 1,573 sf management residence, and a parking lot. The project site consists of three parcels with two addresses (13531 and 13551 Harbor Boulevard) and is at the southwest corner of the Trask Avenue and Harbor Boulevard Road intersection. 13531 Harbor Boulevard (Assessor's Parcel Numbers [APNs] 100-122-12 and 100-122-22) is fully paved, and currently vacant, and contains a shade structure fronting Trask Avenue which would be demolished as part of the project. 13551 Harbor Boulevard (APN 100-122-11) contains an unoccupied building fronting Harbor Boulevard, which would be demolished as part of the project. Figure 3 shows the proposed project site plan.

Rincon understands that the appropriate CEQA documentation for the project is anticipated to be a Class 32 Categorical Exemption (CE). The purpose of this letter memorandum is to provide the City with an analysis of potential project impacts related to air quality, to support the City's final decision regarding the project's eligibility for a Class 32 CE. Therefore, the project is analyzed according to the air quality criteria listed under Appendix G of the State *CEQA Guidelines*.



Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2019.

★ Project Location

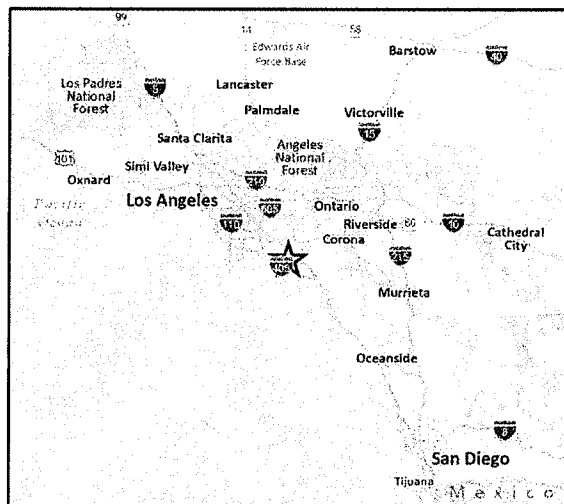




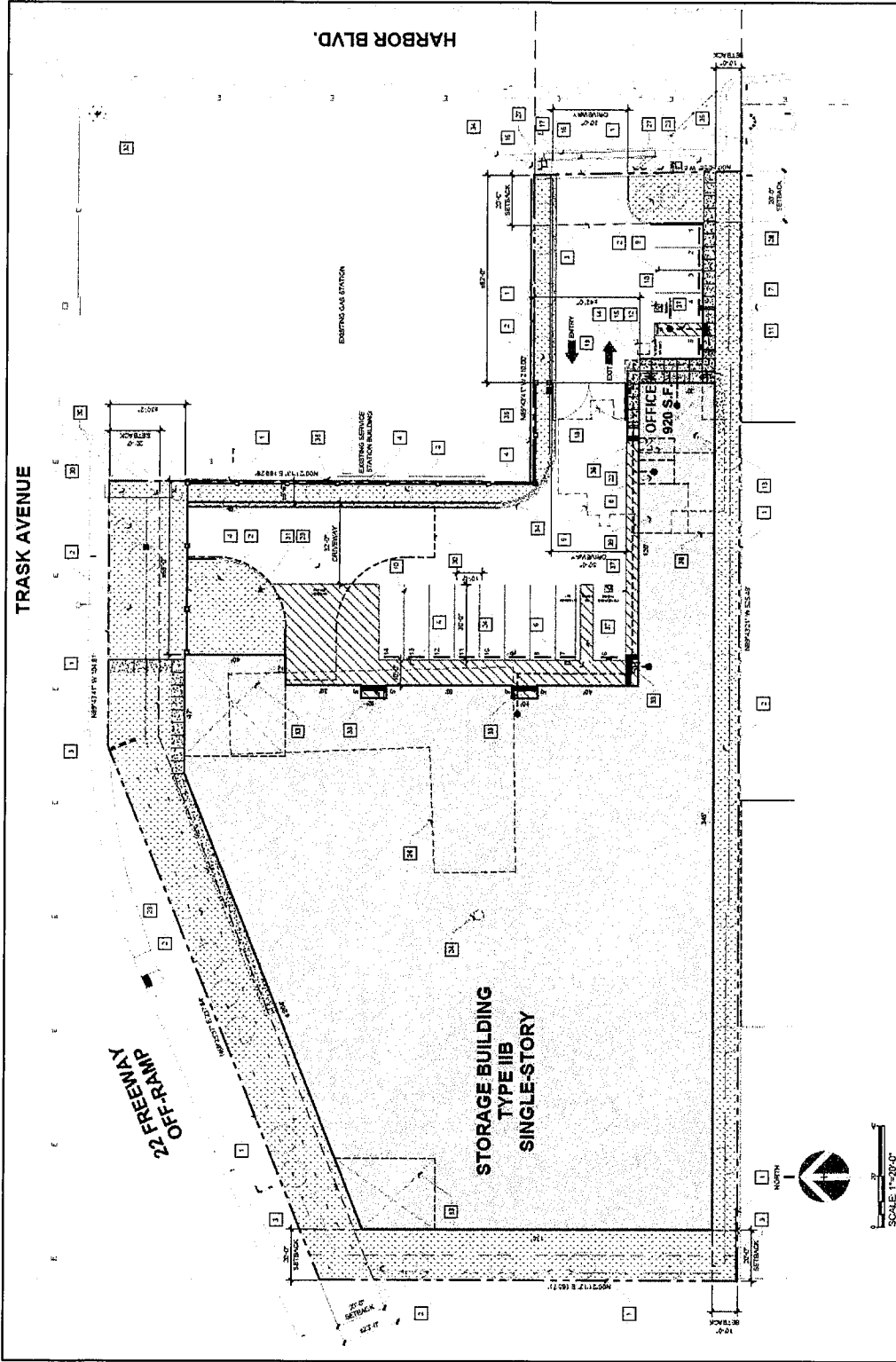
Figure 2 Project Site



Imagery provided by Microsoft Bing and its licensors © 2019.



Figure 3 Project Site Plan





State CEQA Guidelines, Appendix G: Air Quality

The *CEQA Guidelines* Appendix G states that a significant impact on air quality may result if the project would:

- a. Conflict with or obstruct implementation of the applicable air quality plan;
- b. 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;
- c. Expose sensitive receptors to substantial pollutant concentrations;
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

A significant adverse air quality impact may occur when a project individually or cumulatively causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Commonly found primary criteria pollutants include reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}). PM₁₀ is particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter.

The project site is in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has developed localized significance threshold (LST) criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts during construction and operation activities. If project emissions are below all LST criteria, then the proposed construction or operation activities are not significant (SCAQMD 2008).

The following discussion contains an analysis of the project in relation to the *CEQA Guidelines* threshold criteria for air quality.

Threshold a: Would the project conflict with or obstruct implementation of the applicable air quality plan?
--

A project is considered to comply with an applicable Air Quality Management Plan (AQMP) if it is consistent with the growth assumptions of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast projections of regional population, housing, and employment growth.

The employment growth forecasts in SCAG's 2016 RTP/SCS for the City estimate that the total number of jobs would increase from 51,700 in 2012 to 58,500 in 2040, for an increase of 6,800 jobs. The project would generate approximately four new employment opportunities. The minor increase in employment anticipated from the project would be well within the SCAG's projected 2040 employment increase for the City, accounting for less than 0.1 percent of the anticipated 6,800 new jobs, and the project would not cause the City to exceed official regional employment projections.

The project would include construction of a manager's residence (equivalent to one two-bedroom apartment unit), which would be occupied by one household (up to four residents)(DOF 2019). The population growth forecasts in SCAG's 2016 RTP/SCS for the City estimate that the total number of households would increase from 46,200 in 2012 to 48,200 in 2040, for an increase of 2,000 households.



The manager’s residence would account for less than 0.1 percent of the anticipated growth in City households, and the project would not cause the City to exceed official regional household and population growth projections.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM_{2.5}. As shown in Table 3 and Table 4, below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (ROG and NO_x) and PM_{2.5}. Since the project’s employment would be within SCAG 2016 forecasts, the project would be consistent with the AQMP, and impacts would be **less than significant**.

Threshold b: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Threshold c: Would the project expose sensitive receptors to substantial pollutant concentrations?

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 1.

Table 1 SCAQMD Regional Significance Thresholds

Construction Thresholds	Operational Thresholds
75 pounds per day of ROG	55 pounds per day of ROG
100 pounds per day of NO _x	55 pounds per day of NO _x
550 pounds per day of CO	550 pounds per day of CO
150 pounds per day of SO _x	150 pounds per day of SO _x
150 pounds per day of PM ₁₀	150 pounds per day of PM ₁₀
55 pounds per day of PM _{2.5}	55 pounds per day of PM _{2.5}

Source: SCAQMD 2015

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed LSTs in response to the Governing Board’s Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (SCAQMD 1993). LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips.

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. Project construction would disturb a total area of 1.84 acres. The actual area being disturbed at any one time would be less, as construction would be focused on a specific portion of the project site and the entire site area would not be worked at any one time.

LSTs are provided for receptors at 82 to 1,640 feet (25 to 500 meters) from the project disturbance boundary to the sensitive receptors. Construction activity would occur approximately 440 feet



(135 meters) south of the closest sensitive receptor, which is a multi-family residential property located adjacent to the northside of the Garden Grove Freeway (State Route [SR] 22). Therefore, the analysis below uses the LST values for 328 feet (100 meters) for a conservative estimate based on the SRA table (SCAQMD 2009). The project is located in SRA 17 (Central Orange County). LSTs for construction in SRA 17 on a 1.84-acre site with a receptor 328 feet (100 meters) away are shown in Table 2.

Table 2 SCAQMD LSTs for Construction (SRA 17)

Pollutant	Allowable Emissions for a 1.84-acre Site in SRA 17 for a Receptor 328 Feet Away (lbs/day)
Gradual conversion of NO _x to NO ₂	121
CO	1,480
PM ₁₀	34
PM _{2.5}	11

Source: SCAQMD 2009

Criteria pollutant and GHG emissions for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. The input data and subsequent construction and operation emission estimates for the proposed project are discussed below. CalEEMod output files for the project are included in Attachment A to this memorandum.

Construction

Table 3 summarizes the estimated maximum daily emissions (lbs) of pollutants associated with construction of the proposed project. As shown below, ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions would not exceed SCAQMD regional thresholds or LSTs. Because the project would not exceed SCAQMD's regional construction thresholds or LSTs, project construction would not result in a cumulatively considerable net increase of a criteria pollutant, and project construction impacts would be **less than significant**.



Table 3 Project Construction Emissions

	Maximum Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Year 2020	2.4	50.0	15.2	0.1	5.2	2.5
Construction Year 2021	41.2	15.0	14.4	<0.1	1.1	0.8
Maximum Emissions	41.2	50.0	15.2	0.1	5.2	2.5
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Maximum On-site Emissions	41.1	20.9	14.7	<0.1	3.4	2.1
SCAQMD Localized Significance Thresholds (LSTs)	N/A	121	1,480	N/A	34	11
Threshold Exceeded?	N/A	No	No	N/A	No	No

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulations and project design features. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources such as heavy construction equipment and architectural coatings and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Operational

Table 4 summarizes the project's operational emissions by emission source (area, energy, or mobile). As shown below, the emissions generated by operation of the proposed project would not exceed SCAQMD regional thresholds for criteria pollutants. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants. Therefore, operation of the project would have a **less than significant impact**.



Table 4 Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.9	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.1	0.8	2.1	<0.1	0.7	0.2
Project Emissions	1.0	0.8	2.1	<0.1	0.7	0.2
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that would be included in the project.

Toxic Air Contaminants

Construction activities associated with the project would be short term in nature. The greatest potential for toxic air contaminants (TAC) emissions during construction would be related to diesel particulate matter (DPM) associated with heavy equipment operations during earth-moving activities, which are estimated to last approximately four months. The assessment of cancer risk is typically based on a 30-year exposure duration. Because exposure to diesel exhaust would be well below 30 years, construction of the project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related TAC emission impacts during construction would be **less than significant**.

As a self-storage facility with a manager's office and residence, the project would not be a type of land use that would generate operational TACs (which typically include commercial or industrial uses such as dry cleaners, factories, and refineries), and therefore **no impacts** would occur.

CO Hot Spots

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

A detailed CO analysis was conducted during the preparation of SCAQMD's 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB, those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near the I-405 Freeway. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day. The concentration of CO at this intersection was 4.6 ppm, which is well below the state and federal standards.



Trask Avenue and Harbor Boulevard are major streets located to the north and east of the project site, respectively. The Orange County Transportation Authority's 2019 Traffic Flow Map provides the following daily vehicle counts for Trask Avenue and Harbor Boulevard (OCTA 2019):

- 13,000 vehicles traverse Trask Avenue between Newhope Street and Harbor Boulevard
- 15,000 vehicles traverse Trask Avenue between Harbor Boulevard and Clinton Street
- 67,000 vehicles traverse Harbor Boulevard between Westminster Avenue and Trask Avenue
- 42,000 vehicles traverse Harbor Boulevard between Trask Avenue and Garden Grove Boulevard

The above street segments, located in the vicinity of the project site, contain less than the 100,000 vehicle count on the Wilshire Boulevard/Veteran Avenue intersection which was already well below the standards. In addition, the project would only add approximately 71 weekday trips overall (TJW Engineering, Inc. 2019).

The segment of SR 22 located north of the project site has an estimate volume of 227,000 vehicles per day (OCTA 2019). Traffic along SR 22 is not considered in this CO analysis due to the nature of highway traffic (e.g., vehicle throughput at higher speeds than on surrounding surface streets). Furthermore, project-generated trips would not cause a substantial increase in traffic volumes for Trask Avenue, Harbor Boulevard, or SR 22.

CO emission factors under future land use conditions would be lower than those under existing conditions due to stricter vehicle emissions standards in newer cars and new technology that increases fuel economy. Thus, even though there would be more vehicle trips under the proposed project than under existing conditions for the vacant project site, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the one-hour or eight-hour CO standard. The proposed land use and project-generated traffic would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be **less than significant**.

Threshold d: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
--

The nearest sensitive receptor is a multi-family residential property located adjacent to the northside of SR-22, approximately 440 feet north of the project site. For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402 *Nuisance* (CARB 2018). Construction activities would be temporary and transitory, and associated odors would cease upon construction completion. Accordingly, the project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be **less than significant**.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed uses for the project site are primarily as a self-storage facility, with a manager's office and residence, and associated parking. These uses would not generate odor issues. In addition, solid waste generated by the proposed on-site uses would be stored in required waste/recycling receptacles and collected by a contracted waste hauler, ensuring that odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, operational odor impacts would be **less than significant**.



Conclusion

Based on review of the project under *CEQA Guidelines* Appendix G criteria for air quality, the project would have a less than significant impact.

- As stated above in the discussion under threshold a, anticipated employment and household growth associated with the project would not exceed SCAG's 2016 RTP/SCS growth projections for the City of Garden Grove. The project would be within SCAG's 2016 growth forecast, the project would be consistent with the AQMP, and impacts would be less than significant.
- As stated above in the discussion under thresholds b and c, project construction emissions would be below SCAQMD regional thresholds and LSTs as shown in Table 3, and operational air emissions would be below SCAQMD regional thresholds as shown in Table 4. The project would not generate TACs that would impact sensitive receptors nor would project-generated traffic result in CO hot spots. Therefore, the project impacts would be less than significant.
- As stated above in the discussion under threshold d, project construction and the proposed uses would not generate odors. Therefore, the project would have a less than significant impact.

Sincerely,
Rincon Consultants, Inc.

Lynette Leighton, MEM AICP
Senior Environmental Planner

Deanna Hansen
Principal

Attachment A

CalEEMod Results (Annual, Winter)



References

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- TJW Engineering, Inc. 2019. City of Garden Grove Harbor Blvd. Self-Storage Trip Generation Study (Memorandum).

Attachment A

- CalEEMod Annual Report
- CalEEMod Winter Report

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Harbor Blvd Self Storage Facility
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.98	1000sqft	0.02	980.00	0
Unrefrigerated Warehouse-No Rail	41.58	1000sqft	0.95	41,584.00	0
Other Asphalt Surfaces	11.33	1000sqft	0.26	11,326.00	0
Parking Lot	14.00	Space	0.13	5,600.00	0
City Park	0.42	Acre	0.42	18,295.20	0
Apartments Low Rise	1.00	Dwelling Unit	0.06	1,573.00	3

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8	Operational Year	2021		

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	508.83	CH4 Intensity (lb/MW/hr)	0.022	N2O Intensity (lb/MW/hr)	0.005
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Linear interpolation used to estimate Intensity Factors (20.6% RPS in 2012 and 60% RPS in 2030)

Land Use - Manager Residence sf = 1,573 sf (Trip gen study)

Office Space = 980 sf (trip gen study)

warehouse SF = 41,584

Construction Phase - Default Phase lengths used according to client data needs.

Off-road Equipment -

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- Off-road Equipment -
- Off-road Equipment - Based on Appendix D - Table 3.2
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment - Estimated based on relatively small amount of utilities installed (Civil Plans)
- Trips and VMT -
- Demolition -
- Grading - Site Prep - 5 truck trips at 20 tons each
- Vehicle Trips -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - Project site plans do not indicate woodstoves or fireplaces
- Energy Use -
- Construction Off-road Equipment Mitigation - Clean Paved road estimated reduction -
- Mobile Land Use Mitigation -
- Area Mitigation - Client indicates no-VOC paint used
- Energy Mitigation - 2019 Title 24: non-residential 30% reduction
- Water Mitigation - CALGreen (Part 11 of Title 24)
- Waste Mitigation -
- Fleet Mix -

Table Name	Column Name	Default Value	New Value
tb/AreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	0
tb/AreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	0

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConsDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConsDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblGrading	MaterialExported	0.00	40.00
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	3,915.00
tblLandUse	LandUseSquareFeet	41,580.00	41,584.00
tblLandUse	LandUseSquareFeet	11,330.00	11,326.00
tblLandUse	LandUseSquareFeet	1,000.00	1,573.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Utility Trenching
tblOffRoadEquipment	PhaseName		Utility Trenching
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	508.83
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	7.16	7.32
tblVehicleTrips	ST_TR	22.75	0.00

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

tbiVehicleTrips	ST_TR	2.46	1.51
tbiVehicleTrips	ST_TR	1.68	1.51
tbiVehicleTrips	SU_TR	6.07	7.32
tbiVehicleTrips	SU_TR	16.74	0.00
tbiVehicleTrips	SU_TR	1.05	1.51
tbiVehicleTrips	SU_TR	1.68	1.51
tbiVehicleTrips	WD_TR	6.59	7.32
tbiVehicleTrips	WD_TR	1.89	0.00
tbiVehicleTrips	WD_TR	11.03	1.51
tbiVehicleTrips	WD_TR	1.68	1.51
tbiWoodstoves	NumberCatalytic	0.05	0.00
tbiWoodstoves	NumberNoncatalytic	0.05	0.00
tbiWoodstoves	WoodstoveDayYear	25.00	0.00
tbiWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2020	8-31-2020	0.6962	0.6962
2	9-1-2020	11-30-2020	0.6011	0.6011
3	12-1-2020	2-28-2021	0.5627	0.5627
4	3-1-2021	5-31-2021	0.5601	0.5601
		Highest	0.6962	0.6962

**2.2 Overall Operational
Unmitigated Operational**

Category	tons/yr										MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	CH4	N2O	CO2e	
Area	0.1816	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0000	0.0191	
Energy	1.0000e-003	9.0400e-003	7.3500e-003	5.0000e-005	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	54.3830	6.2000e-004	54.6201	
Mobile	0.0248	0.1387	0.3685	1.3600e-003	0.1135	1.1000e-003	0.0304	1.0300e-003	0.0314	0.0314	0.0000	125.5853	0.0000	125.7357	
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.2211	0.4859	0.0000	20.3675	
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	3.1264	31.2783	7.8900e-003	44.8175	
Total	0.2074	0.1479	0.3870	1.4100e-003	0.1135	1.8500e-003	0.1154	0.0304	1.7600e-003	0.0322	11.3476	211.2650	0.8165	245.5598	

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

2.2 Overall Operational

Mitigated Operational

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.1612	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191
Energy	7.1000e-004	6.4400e-003	5.2100e-003	4.0000e-005	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	0.0000	49.5186	49.5186	1.9700e-003	5.5000e-004	49.7307
Mobile	0.0256	0.1447	0.3889	1.4500e-003	0.1209	1.1700e-003	0.1221	0.0324	1.0900e-003	0.0335	0.0000	133.3915	133.3915	6.3500e-003	0.0000	133.5502
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	8.2211	0.0000	8.2211	0.4859	0.0000	20.3675
Water						0.0000	0.0000	0.0000	0.0000	0.0000	2.5012	25.3551	27.8562	0.2580	6.3100e-003	36.1878
Total	0.1874	0.1512	0.4053	1.4900e-003	0.1209	1.7200e-003	0.1226	0.0324	1.6400e-003	0.0340	10.7223	208.2837	219.0060	0.7522	6.8600e-003	239.8553

Percent Reduction	tons/yr										MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O
9.62	-2.24	-4.72	-5.67	-6.50	7.03	-6.28	-6.51	7.87	-5.72	5.51	1.41	1.62	7.87	19.39	2.32

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num. Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	6/26/2020	5	20	
2	Site Preparation	Site Preparation	6/27/2020	6/30/2020	5	2	
3	Grading	Grading	7/1/2020	7/6/2020	5	4	
4	Utility Trenching	Trenching	7/7/2020	7/13/2020	5	5	
5	Building Construction	Building Construction	7/14/2020	4/19/2021	5	200	
6	Paving	Paving	4/20/2021	5/3/2021	5	10	
7	Architectural Coating	Architectural Coating	5/4/2021	5/17/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.39

Residential Indoor: 3,185; Residential Outdoor: 1,062; Non-Residential Indoor: 63,846; Non-Residential Outdoor: 21,282; Striped Parking Area: 1,016 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Utility Trenching	Trenchers	1	6.00	78	0.50
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	15.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	494.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	33.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					1.6100e-003	0.0000	1.6100e-003	2.4000e-004	0.0000	2.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004	0.0115	0.0115	0.0115	0.0108	0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	0.0213	0.2095	0.1466	2.4000e-004	1.6100e-003	0.0115	0.0131	2.4000e-004	0.0108	0.0110	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.2 Demolition - 2020

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	6.0000e-005	2.1600e-003	4.5000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5691	0.5691	4.0000e-005	0.0000	0.5701
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.5000e-004	4.9300e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2852	1.2852	4.0000e-005	0.0000	1.2861
Total	6.4000e-004	2.6100e-003	5.3800e-003	2.0000e-005	1.5600e-003	2.0000e-005	1.5800e-003	4.2000e-004	2.0000e-005	4.3000e-004	0.0000	1.8543	1.8543	8.0000e-005	0.0000	1.8562

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					7.3000e-004	0.0000	7.3000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004	0.0115	0.0115	0.0115	0.0108	0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	0.0213	0.2095	0.1466	2.4000e-004	7.3000e-004	0.0115	0.0123	1.1000e-004	0.0108	0.0109	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.2 Demolition - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	6.0000e-005	2.1600e-003	4.5000e-004	1.0000e-005	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5691	0.5691	4.0000e-005	0.0000	0.5701
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.5000e-004	4.9300e-003	1.0000e-005	1.3100e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2862	1.2862	4.0000e-005	0.0000	1.2861
Total	6.4000e-004	2.6100e-003	5.3800e-003	2.0000e-005	1.4300e-003	2.0000e-005	1.4600e-003	3.8000e-004	2.0000e-005	4.0000e-004	0.0000	1.8543	1.8543	8.0000e-005	0.0000	1.8562
MT/yr																

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	8.2000e-004	8.2000e-004	8.2000e-004	7.6000e-004	7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	5.8000e-003	8.2000e-004	6.6200e-003	2.9500e-003	7.6000e-004	3.7100e-003	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	4.0000e-005	1.4400e-003	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3794	0.3794	3.0000e-005	0.0000	0.0000	0.3801
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0791	0.0791	0.0000	0.0000	0.0000	0.0792
Total	8.0000e-005	1.4700e-003	6.0000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.4585	0.4585	3.0000e-005	0.0000	0.0000	0.4582

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	1.3300e-003	0.0000	1.3300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	8.2000e-004	8.2000e-004	8.2000e-004	7.6000e-004	0.0000	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	0.0000	1.5249
Total	1.6300e-003	0.0184	7.7100e-003	2.0000e-005	2.6100e-003	8.2000e-004	3.4300e-003	1.3300e-003	0.0000	2.0900e-003	0.0000	1.5127	1.5127	4.9000e-004	0.0000	0.0000	1.5249

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	4.0000e-005	1.4400e-003	3.0000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3794	0.3794	3.0000e-005	0.0000	0.3801
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0791	0.0791	0.0000	0.0000	0.0792
Total	8.0000e-005	1.4700e-003	6.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	5.0000e-005	0.0000	0.4585	0.4585	3.0000e-005	0.0000	0.4592
MT/yr																

3.4 Grading - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.0101	0.0000	0.0101	5.0900e-003	0.0000	5.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005	1.3700e-003	1.3700e-003	1.3700e-003	1.2600e-003	1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	2.7000e-003	0.0302	0.0129	3.0000e-005	0.0101	1.3700e-003	0.0114	1.2600e-003	1.2600e-003	6.3500e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.4 Grading - 2020

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	1.9900e-003	0.0711	0.0147	1.9000e-004	4.2400e-003	2.2000e-004	4.4700e-003	1.1700e-003	2.1000e-004	1.3800e-003	0.0000	18.7406	18.7406	1.3600e-003	0.0000	0.0000	18.7746
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1562	0.1562	0.0000	0.0000	0.0000	0.1563
Total	2.0600e-003	0.0711	0.0154	1.9000e-004	4.4200e-003	2.2000e-004	4.6500e-003	1.2200e-003	2.1000e-004	1.4300e-003	0.0000	18.8988	18.8988	1.3600e-003	0.0000	0.0000	18.9329

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					4.5200e-003	0.0000	4.5200e-003	2.2900e-003	0.0000	2.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005	1.3700e-003	1.3700e-003	1.3700e-003	1.2600e-003	1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	0.0000	2.4980
Total	2.7000e-003	0.0302	0.0129	3.0000e-005	4.5200e-003	1.3700e-003	5.8900e-003	2.2900e-003	1.2600e-003	3.5500e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	0.0000	2.4980

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.4 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	1.9900e-003	0.0711	0.0147	1.9000e-004	3.9600e-003	2.2000e-004	4.1800e-003	1.0900e-003	2.1000e-004	1.3100e-003	0.0000	18.7406	18.7406	1.3600e-003	0.0000	18.7746
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1582	0.1582	0.0000	0.0000	0.1583
Total	2.0600e-003	0.0711	0.0154	1.9000e-004	4.1200e-003	2.2000e-004	4.3400e-003	1.1300e-003	2.1000e-004	1.3500e-003	0.0000	18.8988	18.8988	1.3600e-003	0.0000	18.9329
MT/yr																

3.5 Utility Trenching - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	1.3100e-003	0.0124	0.0106	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.0000e-004	8.0000e-004	8.0000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
Total	1.3100e-003	0.0124	0.0106	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.0000e-004	8.0000e-004	8.0000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	1.2480
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.5 Utility Trenching - 2020

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1236	0.1236	0.0000	0.0000	0.0000	0.1237
Total	6.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1236	0.1236	0.0000	0.0000	0.0000	0.1237

Mitigated Construction On-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	1.3100e-003	0.0124	0.0106	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.0000e-004	8.0000e-004	8.0000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	0.0000	1.2480
Total	1.3100e-003	0.0124	0.0106	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.0000e-004	8.0000e-004	8.0000e-004	0.0000	1.2380	1.2380	4.0000e-004	0.0000	0.0000	1.2480

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.5 Utility Trenching - 2020

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1236	0.1236	0.0000	0.0000	0.1237
Total	6.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1236	0.1236	0.0000	0.0000	0.1237

3.6 Building Construction - 2020

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1249	0.9095	0.8111	1.3600e-003		0.0490	0.0490	0.0473	0.0473	0.0473	0.0000	111.6484	111.6484	0.0207	0.0000	112.1666
Total	0.1249	0.9095	0.8111	1.3600e-003		0.0490	0.0490	0.0473	0.0473	0.0473	0.0000	111.6484	111.6484	0.0207	0.0000	112.1666

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.6 Building Construction - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7100e-003	0.0857	0.0216	2.0000e-004	5.0400e-003	4.2000e-004	5.4600e-003	1.4500e-003	4.0000e-004	1.8600e-003	0.0000	19.5596	19.5596	1.3100e-003	0.0000	19.5922
Worker	9.0300e-003	6.9500e-003	0.0770	2.2000e-004	0.0223	1.7000e-004	0.0224	5.9100e-003	1.6000e-004	6.0700e-003	0.0000	20.0642	20.0642	5.8000e-004	0.0000	20.0787
Total	0.0117	0.0927	0.0986	4.2000e-004	0.0273	5.9000e-004	0.0279	7.3600e-003	5.6000e-004	7.9300e-003	0.0000	39.6238	39.6238	1.8900e-003	0.0000	39.6709
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1249	0.9095	0.8111	1.3600e-003		0.0490	0.0490		0.0473	0.0473	0.0000	111.6483	111.6483	0.0207	0.0000	112.1664
Total	0.1249	0.9095	0.8111	1.3600e-003		0.0490	0.0490		0.0473	0.0473	0.0000	111.6483	111.6483	0.0207	0.0000	112.1664
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.6 Building Construction - 2020
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7100e-003	0.0857	0.0216	2.0000e-004	4.7200e-003	4.2000e-004	5.1400e-003	1.3700e-003	4.0000e-004	1.7800e-003	0.0000	19.5596	19.5596	1.3100e-003	0.0000	19.5922
Worker	9.0300e-003	6.9500e-003	0.0770	2.2000e-004	0.0205	1.7000e-004	0.0207	5.4900e-003	1.6000e-004	5.6500e-003	0.0000	20.0642	20.0642	5.8000e-004	0.0000	20.0787
Total	0.0117	0.0927	0.0986	4.2000e-004	0.0253	5.9000e-004	0.0258	6.8600e-003	5.6000e-004	7.4300e-003	0.0000	39.6238	39.6238	1.8900e-003	0.0000	39.6709
MT/yr																

3.6 Building Construction - 2021
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0698	0.5250	0.4966	8.5000e-004		0.0264	0.0264		0.0254	0.0254	0.0000	69.8958	69.8958	0.0125	0.0000	70.2078
Total	0.0698	0.5250	0.4966	8.5000e-004		0.0264	0.0264		0.0254	0.0254	0.0000	69.8958	69.8958	0.0125	0.0000	70.2078
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.6 Building Construction - 2021

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBIogenic CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4400e-003	0.0487	0.0123	1.3000e-004	3.1500e-003	1.0000e-004	3.2500e-003	9.1000e-004	9.0000e-005	1.0000e-003	0.0000	12.1525	12.1525	7.8000e-004	0.0000	12.1721
Worker	5.2800e-003	3.9200e-003	0.0443	1.3000e-004	0.0139	1.1000e-004	0.0140	3.7000e-003	1.0000e-004	3.8000e-003	0.0000	12.1543	12.1543	3.3000e-004	0.0000	12.1624
Total	6.7200e-003	0.0526	0.0566	2.6000e-004	0.0171	2.1000e-004	0.0173	4.6100e-003	1.9000e-004	4.8000e-003	0.0000	24.3067	24.3067	1.1100e-003	0.0000	24.3345

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NBIogenic CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0698	0.5250	0.4966	8.5000e-004	0.0264	0.0264	0.0264	0.0264	0.0264	0.0254	0.0000	69.8958	69.8958	0.0125	0.0000	70.2077
Total	0.0698	0.5250	0.4966	8.5000e-004	0.0264	0.0264	0.0264	0.0264	0.0254	0.0254	0.0000	69.8958	69.8958	0.0125	0.0000	70.2077

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.6 Building Construction - 2021

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4400e-003	0.0487	0.0123	1.3000e-004	2.9500e-003	1.0000e-004	3.0500e-003	8.6000e-004	9.0000e-005	9.6000e-004	0.0000	12.1525	12.1525	7.8000e-004	0.0000	12.1721
Worker	5.2800e-003	3.9200e-003	0.0443	1.3000e-004	0.0129	1.1000e-004	0.0130	3.4300e-003	1.0000e-004	3.5300e-003	0.0000	12.1543	12.1543	3.3000e-004	0.0000	12.1624
Total	6.7200e-003	0.0526	0.0566	2.6000e-004	0.0158	2.1000e-004	0.0160	4.2900e-003	1.9000e-004	4.4900e-003	0.0000	24.3067	24.3067	1.1100e-003	0.0000	24.3345

3.7 Paving - 2021

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005	2.0800e-003	2.0800e-003	2.0800e-003	1.9100e-003	1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	5.1000e-004				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.3800e-003	0.0387	0.0443	7.0000e-005	2.0800e-003	2.0800e-003	2.0800e-003	1.9100e-003	1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.7 Paving - 2021

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6218	2.0000e-005	0.0000	0.0000	0.6222	0.6222
Total	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6218	2.0000e-005	0.0000	0.0000	0.6222	0.6222

Mitigated Construction On-Site

Category	tons/yr											MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005	2.0800e-003	2.0800e-003	2.0800e-003	1.9100e-003	1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291	5.9291	
Paving	5.1000e-004				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.3800e-003	0.0387	0.0443	7.0000e-005	2.0800e-003	2.0800e-003	2.0800e-003	1.9100e-003	1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291	5.9291	

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.7 Paving - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.6218	2.0000e-005	0.0000	0.0000	0.6222
Total	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.6218	2.0000e-005	0.0000	0.0000	0.6222
MT/yr																

3.8 Architectural Coating - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.2046					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	0.2057	7.6300e-003	9.0900e-003	1.0000e-005	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.8 Architectural Coating - 2021
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.2200e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3348	0.3348	1.0000e-005	0.0000	0.3351
Total	1.5000e-004	1.1000e-004	1.2200e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3348	0.3348	1.0000e-005	0.0000	0.3351
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.2046					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	0.2057	7.6300e-003	9.0900e-003	1.0000e-005	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
MT/yr																

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

3.8 Architectural Coating - 2021
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.2200e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3348	0.3348	1.0000e-005	0.0000	0.3351
Total	1.5000e-004	1.1000e-004	1.2200e-003	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3348	0.3348	1.0000e-005	0.0000	0.3351

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	0.0256	0.1447	0.3889	1.4500e-003	0.1209	1.1700e-003	0.1221	0.0324	1.0900e-003	0.0335	0.0000	133.3915	133.3915	6.3500e-003	0.0000	133.5502
Unmitigated	0.0248	0.1387	0.3685	1.3600e-003	0.1135	1.1000e-003	0.1146	0.0304	1.0300e-003	0.0314	0.0000	125.5853	125.5853	6.0200e-003	0.0000	125.7357
	MT/yr															

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Apartments Low Rise	7.32	7.32	7.32	25,014	26,640
City Park	0.00	0.00	0.00		
General Office Building	1.48	1.48	1.48	4,767	5,077
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	62.79	62.79	62.79	269,082	286,580
Total	71.59	71.59	71.59	298,863	318,297

4.3 Trip Type Information

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Land Use	Miles					Trip %					Trip Purpose %					
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	UBUS	MCY	SBUS	MH
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60				86	11	3				
City Park	16.60	8.40	6.90	33.00	48.00	19.00				66	28	6				
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00				77	19	4				
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00				0	0	0				
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00				0	0	0				
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00				92	5	3				

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
City Park	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
General Office Building	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Other Asphalt Surfaces	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Parking Lot	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Unrefrigerated Warehouse-No Rail	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
tons/yr																	
MT/yr																	
Electricity Mitigated						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	42.4724	42.4724	1.8400e-003	4.2000e-004		42.6427
Electricity Unmitigated						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	44.5031	44.5031	1.9200e-003	4.4000e-004		44.6815
NaturalGas Mitigated	7.1000e-004	6.4400e-003	5.2100e-003	4.0000e-005	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	0.0000	7.0461	7.0461	1.4000e-004	1.3000e-004		7.0880
NaturalGas Unmitigated	1.0000e-003	9.0400e-003	7.3500e-003	5.0000e-005	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	9.8799	9.8799	1.9000e-004	1.8000e-004		9.9386

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartments Low Rise	12759.6	7.0000e-005	5.9000e-004	2.5000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6809	1.0000e-005	1.0000e-005	1.0000e-005	0.6850
City Park	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	8957.2	5.0000e-005	4.4000e-004	3.7000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.0000	0.4780	1.0000e-005	1.0000e-005	1.0000e-005	0.4808
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	163425	8.8000e-004	8.0100e-003	6.7300e-003	5.0000e-005	6.1000e-004	6.1000e-004	6.1000e-004	6.1000e-004	6.1000e-004	6.1000e-004	0.0000	8.7210	1.7000e-004	1.6000e-004	1.6000e-004	8.7728
Total		1.0000e-003	9.0400e-003	7.3500e-003	5.0000e-005	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	6.9000e-004	0.0000	9.8799	1.9000e-004	1.9000e-004	1.9000e-004	9.9386

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	tons/yr										MT/yr						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Low Rise	10586.5	6.0000e-005	4.9000e-004	2.1000e-004	0.0000	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	4.0000e-005	0.0000	0.5649	0.5649	1.0000e-005	1.0000e-005	1.0000e-005	0.5683
City Park	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	6431.74	3.0000e-005	3.2000e-004	2.6000e-004	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.3432	0.3432	1.0000e-005	1.0000e-005	1.0000e-005	0.3453
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	115021	6.2000e-004	5.6400e-003	4.7400e-003	3.0000e-005	4.3000e-004	4.3000e-004	4.3000e-004	4.3000e-004	4.3000e-004	4.3000e-004	0.0000	6.1380	6.1380	1.2000e-004	1.2000e-004	1.1000e-004	6.1745
Total		7.1000e-004	6.4500e-003	5.2100e-003	3.0000e-005	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	4.9000e-004	0.0000	7.0461	7.0461	1.4000e-004	1.4000e-004	1.3000e-004	7.0880

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Apartments Low Rise	4180.13	0.9602	4.0000e-005	1.0000e-005	0.9640
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	13710.2	3.1643	1.4000e-004	3.0000e-005	3.1770
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.4524	2.0000e-005	0.0000	0.4542
Unrefrigerated Warehouse-No Rail	172989	39.9262	1.7300e-003	3.9000e-004	40.0863
Total		44.5031	1.9300e-003	4.3000e-004	44.6815

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	KWh/yr	MT/yr			
Apartments Low Rise	4107.03	0.9479	4.0000e-005	1.0000e-005	0.9517
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	12325.5	2.8447	1.2000e-004	3.0000e-005	2.8661
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.4524	2.0000e-005	0.0000	0.4542
Unrefrigerated Warehouse-No Rail	165629	38.2274	1.6500e-003	3.8000e-004	38.3807
Total		42.4724	1.8300e-003	4.2000e-004	42.6427

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1612	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191
Unmitigated	0.1816	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191

6.2 Area by SubCategory

Unmitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0205				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1608				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191
Total	0.1816	1.3000e-004	0.0112	0.0000	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1608					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	1.3000e-004	0.0112	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191
Total	0.1612	1.3000e-004	0.0112	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0185	0.0185	2.0000e-005	0.0000	0.0191

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Category	Total CO2	CH4	N2O	CO2e
MT/yr				
Mitigated	27.8562	0.2580	6.3100e-003	36.1878
Unmitigated	34.4047	0.3225	7.8900e-003	44.8175

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use Mgal	Total CO2	CH4	N2O	CO2e
MT/yr					
Apartments Low Rise	0.065154 / 0.0410754	0.3218	2.1400e-003	5.0000e-005	0.3910
City Park	0 / 0.500422	1.2832	6.0000e-005	1.0000e-005	1.2883
General Office Building	0.174179 / 0.106755	0.8525	5.7100e-003	1.4000e-004	1.0375
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	9.61538 / 0	31.9473	0.3146	7.6800e-003	42.1007
Total		34.4047	0.3225	7.8800e-003	44.8175

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Low Rise	0.0521232 / 0.0410754	0.2785	1.7100e-003	4.0000e-005	0.3340
City Park	0 / 0.500422	1.2832	6.0000e-005	1.0000e-005	1.2883
General Office Building	0.139343 / 0.106755	0.7367	4.5700e-003	1.1000e-004	0.8850
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	7.6923 / 0	25.5578	0.2517	6.1500e-003	33.6805
Total		27.8562	0.2580	6.3100e-003	36.1878

8.0 Waste Detail

8.1 Mitigation Measures Waste

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.2211	0.4859	0.0000	20.3675
Unmitigated	8.2211	0.4859	0.0000	20.3675

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2				CO2e
		CH4	N2O	MT/yr		
Apartments Low Rise	0.46	5.5200e-003	0.0000	0.0000	0.2313	
City Park	0.04	8.1200e-003	0.0000	0.0000	0.0201	
General Office Building	0.91	0.1847	0.0109	0.0000	0.4576	
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	
Unrefrigerated Warehouse-No Rail	39.09	7.9349	0.4689	0.0000	19.6584	
Total		8.2211	0.4859	0.0000	20.3675	

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
MT/yr					
Apartments Low Rise	0.46	0.0934	5.5200e-003	0.0000	0.2313
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
General Office Building	0.91	0.1847	0.0109	0.0000	0.4576
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	39.09	7.9349	0.4689	0.0000	19.6584
Total		8.2211	0.4859	0.0000	20.3675

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Harbor Blvd Self Storage Facility - South Coast Air Basin, Annual

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Harbor Blvd Self Storage Facility
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.98	1000sqft	0.02	980.00	0
Unrefrigerated Warehouse-No Rail	41.58	1000sqft	0.95	41,584.00	0
Other Asphalt Surfaces	11.33	1000sqft	0.26	11,326.00	0
Parking Lot	14.00	Space	0.13	5,600.00	0
City Park	0.42	Acre	0.42	18,295.20	0
Apartments Low Rise	1.00	Dwelling Unit	0.06	1,573.00	3

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2021

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	508.83	CH4 Intensity (lb/MW/hr)	0.022	N2O Intensity (lb/MW/hr)	0.005
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Linear interpolation used to estimate Intensity Factors (20.6% RPS in 2012 and 60% RPS in 2030)

Land Use - Manager Residence sf = 1,573 sf (Trip gen study)

Office Space = 980 sf (trip gen study)

warehouse SF = 41,584

Construction Phase - Default Phase lengths used according to client data needs.

Off-road Equipment -

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

- Off-road Equipment -
- Off-road Equipment - Based on Appendix D - Table 3.2
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment -
- Off-road Equipment - Estimated based on relatively small amount of utilities installed (Civil Plans)
- Trips and VMT -
- Demolition -
- Grading - Site Prep - 5 truck trips at 20 tons each
- Vehicle Trips -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Woodstoves - Project site plans do not indicate woodstoves or fireplaces
- Energy Use -
- Construction Off-road Equipment Mitigation - Clean Paved road estimated reduction -
- Mobile Land Use Mitigation -
- Area Mitigation - Client indicates no-VOC paint used
- Energy Mitigation - 2019 Title 24: non-residential 30% reduction
- Water Mitigation - CALGreen (Part 11 of Title 24)
- Waste Mitigation -
- Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorV	100	0
	alue		
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorV	100	0
	alue		

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblGrading	MaterialExported	0.00	40.00
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	3,915.00
tblLandUse	LandUseSquareFeet	41,580.00	41,584.00
tblLandUse	LandUseSquareFeet	11,330.00	11,326.00
tblLandUse	LandUseSquareFeet	1,000.00	1,573.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Utility Trenching
tblOffRoadEquipment	PhaseName		Utility Trenching
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	508.83
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	7.16	7.32
tblVehicleTrips	ST_TR	22.75	0.00

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

tbVehicleTrips	ST_TR	2.46	1.51
tbVehicleTrips	ST_TR	1.68	1.51
tbVehicleTrips	SU_TR	6.07	7.32
tbVehicleTrips	SU_TR	16.74	0.00
tbVehicleTrips	SU_TR	1.05	1.51
tbVehicleTrips	SU_TR	1.68	1.51
tbVehicleTrips	WD_TR	6.59	7.32
tbVehicleTrips	WD_TR	1.89	0.00
tbVehicleTrips	WD_TR	11.03	1.51
tbVehicleTrips	WD_TR	1.68	1.51
tbWoodstoves	NumberCatalytic	0.05	0.00
tbWoodstoves	NumberNoncatalytic	0.05	0.00
tbWoodstoves	WoodstoveDayYear	25.00	0.00
tbWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.9961	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681
Energy	5.4700e-003	0.0495	0.0403	3.0000e-004	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	59.6751	59.6751	59.6751	1.1400e-003	1.0900e-003	60.0297
Mobile	0.1392	0.7480	1.9908	7.3800e-003	0.6352	6.0900e-003	0.6413	0.1699	5.6800e-003	0.1756	750.9386	750.9386	750.9386	0.0386		751.8526
Total	1.1407	0.7986	2.1207	7.6800e-003	0.6352	0.0104	0.6455	0.1699	9.9400e-003	0.1799	0.0000	810.7772	810.7772	0.0379	1.0900e-003	812.0504

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.8840	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681
Energy	3.9000e-003	0.0353	0.0285	2.1000e-004	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	42.5591	42.5591	42.5591	8.2000e-004	7.8000e-004	42.8120
Mobile	0.1435	0.7799	2.0999	7.8400e-003	0.6765	6.4500e-003	0.6829	0.1810	6.0300e-003	0.1870	797.7069	797.7069	797.7069	0.0386		798.6709
Total	1.0314	0.8162	2.2181	8.0500e-003	0.6765	9.6300e-003	0.6861	0.1810	9.2100e-003	0.1902	0.0000	840.4295	840.4295	0.0396	7.8000e-004	841.6510

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	9.58	-2.21	-4.59	-4.82	-6.50	6.96	-6.29	-6.50	7.34	-5.73	0.00	-3.66	-3.66	-4.44	28.44	-3.65

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2020	6/26/2020	5	20	
2	Site Preparation	Site Preparation	6/27/2020	6/30/2020	5	2	
3	Grading	Grading	7/1/2020	7/6/2020	5	4	
4	Utility Trenching	Trenching	7/7/2020	7/13/2020	5	5	
5	Building Construction	Building Construction	7/14/2020	4/19/2021	5	200	
6	Paving	Paving	4/20/2021	5/3/2021	5	10	
7	Architectural Coating	Architectural Coating	5/4/2021	5/17/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.39

Residential Indoor: 3,185; Residential Outdoor: 1,062; Non-Residential Indoor: 63,846; Non-Residential Outdoor: 21,282; Striped Parking Area: 1,016 (Architectural Coating – sqft)

OffRoad Equipment

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Utility Trenching	Trenchers	1	6.00	78	0.50
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	15.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	494.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	33.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1613	0.0000	0.1613	0.0244	0.0000	0.0244			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.312	2,322.312	0.5970		2,337.236
Total	2.1262	20.9463	14.6573	0.0241	0.1613	1.1525	1.3138	0.0244	1.0761	1.1006		2,322.312	2,322.312	0.5970		2,337.236

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.2 Demolition - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	6.1200e-003	0.2117	0.0464	5.7000e-004	0.0131	6.9000e-004	0.0138	3.5900e-003	6.6000e-004	4.2500e-003		62.1010	62.1010	4.6400e-003		62.2170
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4805	1.4000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		139.4707	139.4707	4.0100e-003		139.5710
Total	0.0703	0.2550	0.5269	1.9700e-003	0.1584	1.8000e-003	0.1602	0.0421	1.6800e-003	0.0438		201.5716	201.5716	8.6500e-003		201.7880

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.0726	0.0000	0.0726	0.0110	0.0000	0.0110			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525	1.0761	1.0761	1.0761	0.0000	2,322.312	2,322.312	0.5970		2,337.236
Total	2.1262	20.9463	14.6573	0.0241	0.0726	1.1525	1.2251	0.0110	1.0761	1.0871	0.0000	2,322.312	2,322.312	0.5970		2,337.236

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.2 Demolition - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	6.1200e-003	0.2117	0.0464	5.7000e-004	0.0122	6.9000e-004	0.0129	3.3700e-003	6.6000e-004	4.0300e-003		62.1010	62.1010	4.6400e-003		62.2170
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4805	1.4000e-003	0.1339	1.1100e-003	0.1351	0.0358	1.0200e-003	0.0368		139.4707	139.4707	4.0100e-003		139.5710
Total	0.0703	0.2550	0.5269	1.9700e-003	0.1462	1.8000e-003	0.1479	0.0391	1.6800e-003	0.0408		201.5716	201.5716	8.6500e-003		201.7680

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					5.8041	0.0000	5.8041	2.9544	0.0000	2.9544			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	1.6299	18.3464	7.7093	0.0172	5.8041	0.8210	6.6250	2.9544	0.7553	3.7097		1,667.4119	1,667.4119	0.5393		1,680.8937

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0408	1.4113	0.3094	3.8200e-003	0.0873	4.5800e-003	0.0919	0.0239	4.3800e-003	0.0283		414.0063	414.0063	0.0309		414.7798
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0267	0.2957	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		85.8281	85.8281	2.4700e-003		85.8899
Total	0.0803	1.4380	0.6051	4.6800e-003	0.1768	5.2600e-003	0.1820	0.0476	5.0100e-003	0.0527		499.8344	499.8344	0.0334		500.6697

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.6118	0.0000	2.6118	1.3295	0.0000	1.3295			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172	0.8210	0.8210	0.8210	0.7553	0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	1.6299	18.3464	7.7093	0.0172	2.6118	0.8210	3.4328	1.3295	0.7553	2.0847	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.3 Site Preparation - 2020
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0408	1.4113	0.3094	3.8200e-003	0.0814	4.5800e-003	0.0860	0.0225	4.3800e-003	0.0269		414.0063	414.0063	0.0309		414.7798
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0267	0.2957	8.6000e-004	0.0824	6.8000e-004	0.0831	0.0220	6.3000e-004	0.0226		85.8281	85.8281	2.4700e-003		85.8899
Total	0.0803	1.4380	0.6051	4.6800e-003	0.1638	5.2600e-003	0.1691	0.0445	5.0100e-003	0.0495		499.8344	499.8344	0.0334		500.6697

3.4 Grading - 2020
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					5.0261	0.0000	5.0261	2.5425	0.0000	2.5425			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844	0.6296	0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	1.3498	15.0854	6.4543	0.0141	5.0261	0.6844	5.7105	2.5425	0.6296	3.1722		1,365.7183	1,365.7183	0.4417		1,376.7609

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.4 Grading - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	1.0086	34.8593	7.6420	0.0943	2.1571	0.1130	2.2701	0.5911	0.1081	0.6992		10.225.95 60	10.225.95 60	0.7642		10,245.06 19
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0267	0.2957	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0243		85.8281	85.8281	2.4700e-003		85.8899
Total	1.0480	34.8860	7.9377	0.0951	2.2465	0.1137	2.3602	0.6148	0.1088	0.7235		10,311.78 41	10,311.78 41	0.7667		10,330.95 17

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.2617	0.0000	2.2617	1.1441	0.0000	1.1441			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844	0.6296	0.6296	0.6296	0.0000	1,365.718 3	1,365.718 3	0.4417		1,376.760 9
Total	1.3498	15.0854	6.4543	0.0141	2.2617	0.6844	2.9461	1.1441	0.6296	1.7738	0.0000	1,365.718 3	1,365.718 3	0.4417		1,376.760 9

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.4 Grading - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	1.0086	34.8593	7.6420	0.0943	2.0101	0.1130	2.1231	0.5550	0.1081	0.6631		10.225.95 60	10.225.95 60	0.7642		10.245.06 19
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0267	0.2957	8.6000e-004	0.0824	6.8000e-004	0.0831	0.0220	6.3000e-004	0.0226		85.8281	85.8281	2.4700e-003		85.8899
Total	1.0480	34.8860	7.9377	0.0951	2.0925	0.1137	2.2063	0.5770	0.1088	0.6858		10.311.78 41	10.311.78 41	0.7667		10.330.95 17

3.5 Utility Trenching - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.5243	4.9526	4.2569	5.6300e-003	0.3463	0.3463	0.3463	0.3186	0.3186	0.3186		545.8776	545.8776	0.1766		550.2913
Total	0.5243	4.9526	4.2569	5.6300e-003	0.3463	0.3463	0.3463	0.3186	0.3186	0.3186		545.8776	545.8776	0.1766		550.2913

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.5 Utility Trenching - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0247	0.0167	0.1848	5.4000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		53.6426	53.6426	1.5400e-003		53.6812
Total	0.0247	0.0167	0.1848	5.4000e-004	0.0559	4.3000e-004	0.0563	0.0148	3.9000e-004	0.0152		53.6426	53.6426	1.5400e-003		53.6812

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.5243	4.9526	4.2569	5.6300e-003	0.3463	0.3463	0.3463		0.3186	0.3186	0.0000	545.8776	545.8776	0.1766		550.2913
Total	0.5243	4.9526	4.2569	5.6300e-003	0.3463	0.3463	0.3463		0.3186	0.3186	0.0000	545.8776	545.8776	0.1766		550.2913

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.5 Utility Trenching - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0247	0.0167	0.1848	5.4000e-004	0.0515	4.3000e-004	0.0519	0.0138	3.9000e-004	0.0141	53.6426	53.6426	1.5400e-003	53.6812		
Total	0.0247	0.0167	0.1848	5.4000e-004	0.0515	4.3000e-004	0.0519	0.0138	3.9000e-004	0.0141	53.6426	53.6426	1.5400e-003	53.6812		

3.6 Building Construction - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	2.0305	14.7882	13.1881	0.0220	0.7960	0.7960	0.7960	0.7688	0.7688	0.7688	2,001.159	2,001.159	2,001.159	0.3715		2,010.446
Total	2.0305	14.7882	13.1881	0.0220	0.7960	0.7960	0.7960	0.7688	0.7688	0.7688	2,001.159	2,001.159	2,001.159	0.3715		2,010.446

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.6 Building Construction - 2020

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0451	1.3687	0.3690	3.2300e-003	0.0832	6.8600e-003	0.0901	0.0240	6.5800e-003	0.0305		344.9906	344.9906	0.0243		345.5971
Worker	0.1628	0.1099	1.2196	3.5500e-003	0.3689	2.8100e-003	0.3717	0.0978	2.5900e-003	0.1004		354.0409	354.0409	0.0102		354.2957
Total	0.2080	1.4786	1.5887	6.7800e-003	0.4520	9.6900e-003	0.4617	0.1218	9.1700e-003	0.1310		699.0315	699.0315	0.0345		699.8928

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.159	2,001.159	0.3715		2,010.446
Total	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.159	2,001.159	0.3715		2,010.446

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.6 Building Construction - 2020

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0451	1.3687	0.3690	3.2300e-003	0.0779	6.8800e-003	0.0847	0.0226	6.5800e-003	0.0292	344.9906	344.9906	344.9906	0.0243		345.5971
Worker	0.1628	0.1099	1.2196	3.5500e-003	0.3400	2.8100e-003	0.3428	0.0907	2.5900e-003	0.0933	354.0409	354.0409	354.0409	0.0102		354.2957
Total	0.2080	1.4786	1.5887	6.7800e-003	0.4179	9.6900e-003	0.4275	0.1134	9.1700e-003	0.1226	699.0315	699.0315	699.0315	0.0345		699.8928

3.6 Building Construction - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.8125	13.6361	12.8994	0.0221	0.6843	0.6843	0.6843	0.6608	0.6608	0.6608	2,001.220	2,001.220	2,001.220	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221	0.6843	0.6843	0.6843	0.6608	0.6608	0.6608	2,001.220	2,001.220	2,001.220	0.3573		2,010.1517

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.6 Building Construction - 2021
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0384	1.2420	0.3360	3.2000e-003	0.0832	2.6200e-003	0.0858	0.0240	2.5100e-003	0.0265		342.3859	342.3859	0.0233		342.9674
Worker	0.1522	0.0989	1.1216	3.4400e-003	0.3689	2.7300e-003	0.3716	0.0978	2.5100e-003	0.1003		342.5899	342.5899	9.2100e-003		342.8202
Total	0.1906	1.3410	1.4576	6.6400e-003	0.4520	5.3500e-003	0.4574	0.1218	5.0200e-003	0.1268		684.9758	684.9758	0.0325		685.7877

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.220	2,001.220	0.3573		2,010.1517
Total	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.220	2,001.220	0.3573		2,010.1517

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.6 Building Construction - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0384	1.2420	0.3360	3.2000e-003	0.0779	2.6200e-003	0.0805	0.0226	2.5100e-003	0.0251		342.3859	342.3859	0.0233		342.9674
Worker	0.1522	0.0989	1.1216	3.4400e-003	0.3400	2.7300e-003	0.3427	0.0907	2.5100e-003	0.0933		342.5899	342.5899	9.2100e-003		342.8202
Total	0.1906	1.3410	1.4576	6.6400e-003	0.4179	5.3500e-003	0.4232	0.1134	5.0200e-003	0.1184		684.9758	684.9758	0.0325		685.7877

3.7 Paving - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1022					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8761	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.7 Paving - 2021

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0390	0.4418	1.3500e-003	0.1453	1.0800e-003	0.1464	0.0385	9.9000e-004	0.0395	134.9597	134.9597	3.6300e-003	3.6300e-003		135.0504
Total	0.0600	0.0390	0.4418	1.3500e-003	0.1453	1.0800e-003	0.1464	0.0385	9.9000e-004	0.0395	134.9597	134.9597	3.6300e-003	3.6300e-003		135.0504

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	0.7739	7.7422	8.8569	0.0135	0.4153	0.4153	0.4153	0.3830	0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1022				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000			0.0000
Total	0.8761	7.7422	8.8569	0.0135	0.4153	0.4153	0.4153	0.3830	0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.7 Paving - 2021

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4418	1.3500e-003	0.1339	1.0800e-003	0.1350	0.0358	9.9000e-004	0.0367		134.9597	134.9597	3.6300e-003		135.0504
Total	0.0600	0.0390	0.4418	1.3500e-003	0.1339	1.0800e-003	0.1350	0.0358	9.9000e-004	0.0367		134.9597	134.9597	3.6300e-003		135.0504

3.8 Architectural Coating - 2021

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	40.9120				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	41.1309	1.5268	1.8176	2.9700e-003	0.0941	0.0941	0.0941	0.0941	0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.8 Architectural Coating - 2021
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0210	0.2379	7.3000e-004	0.0782	5.8000e-004	0.0788	0.0208	5.3000e-004	0.0213		72.6706	72.6706	1.9500e-003		72.7194
Total	0.0323	0.0210	0.2379	7.3000e-004	0.0782	5.8000e-004	0.0788	0.0208	5.3000e-004	0.0213		72.6706	72.6706	1.9500e-003		72.7194

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	40.9120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	41.1309	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

3.8 Architectural Coating - 2021
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0323	0.0210	0.2379	7.3000e-004	0.0721	5.8000e-004	0.0727	0.0193	5.3000e-004	0.0198		72.6706	72.6706	1.9500e-003		72.7194
Total	0.0323	0.0210	0.2379	7.3000e-004	0.0721	5.8000e-004	0.0727	0.0193	5.3000e-004	0.0198		72.6706	72.6706	1.9500e-003		72.7194

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1435	0.7799	2.0999	7.8400e-003	0.6765	6.4500e-003	0.6829	0.1810	6.0300e-003	0.1870		797.7069	797.7069	0.0386		798.6709
Unmitigated	0.1382	0.7480	1.9908	7.3800e-003	0.6352	6.0900e-003	0.6413	0.1699	5.6800e-003	0.1756		750.9386	750.9386	0.0366		751.8526

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Apartment Low Rise	7.32	7.32	7.32	25,014		26,640	
City Park	0.00	0.00	0.00				
General Office Building	1.48	1.48	1.48	4,767		5,077	
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Unrefrigerated Warehouse-No Rail	62.79	62.79	62.79	269,082		286,580	
Total	71.59	71.59	71.59	298,863		318,297	

4.3 Trip Type Information

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	40.20	19.20	40.60	86	11	3			
City Park	16.60	8.40	6.90	33.00	48.00	19.00	33.00	48.00	19.00	66	28	6			
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	33.00	48.00	19.00	77	19	4			
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0			
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0			
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	59.00	0.00	41.00	92	5	3			

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
City Park	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
General Office Building	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Other Asphalt Surfaces	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Parking Lot	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Unrefrigerated Warehouse-No	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924
Rail	0.551391	0.043400	0.201050	0.120272	0.016162	0.005864	0.021029	0.030512	0.002059	0.001866	0.004766	0.000706	0.000924

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	3.9000e-003	0.0353	0.0285	2.1000e-004	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	42.5591	42.5591	42.5591	8.2000e-004	7.8000e-004	42.8120
Natural Gas Unmitigated	5.4700e-003	0.0495	0.0403	3.0000e-004	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	59.6751	59.6751	59.6751	1.1400e-003	1.0900e-003	60.0297

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										lb/day						
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Apartments Low Rise	34.9578	3.8000e-004	3.2200e-003	1.3700e-003	2.0000e-005	2.6000e-004	2.6000e-004	2.6000e-004	2.6000e-004	2.6000e-004	2.6000e-004	4.1127	4.1127	4.1127	8.0000e-005	8.0000e-005	8.0000e-005	4.1371
City Park	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	24.5403	2.6000e-004	2.4700e-003	2.0200e-003	1.0000e-005	1.8000e-004	1.8000e-004	1.8000e-004	1.8000e-004	1.8000e-004	1.8000e-004	2.8871	2.8871	2.8871	6.0000e-005	6.0000e-005	6.0000e-005	2.9043
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	447.74	4.8300e-003	0.0439	0.0369	2.6000e-004	3.3400e-003	3.3400e-003	3.3400e-003	3.3400e-003	3.3400e-003	3.3400e-003	52.6753	52.6753	52.6753	1.0100e-003	1.0100e-003	9.7000e-004	52.9883
Total		5.4700e-003	0.0495	0.0403	2.9000e-004	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	3.7800e-003	59.6751	59.6751	59.6751	1.1500e-003	1.1000e-003	1.1000e-003	60.0297

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBtu/yr	lb/day										lb/day					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Apartments Low Rise	0.0290041	3.1000e-004	2.6700e-003	1.1400e-003	2.0000e-005	2.2000e-004	2.2000e-004	2.2000e-004	2.2000e-004	2.2000e-004	2.2000e-004	3.4123	0.0000	3.4123	7.0000e-005	6.0000e-005	3.4325
City Park	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0176212	1.9000e-004	1.7300e-003	1.4500e-003	1.0000e-005	1.3000e-004	1.3000e-004	1.3000e-004	1.3000e-004	1.3000e-004	1.3000e-004	2.0731	0.0000	2.0731	4.0000e-005	4.0000e-005	2.0854
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.315127	3.4000e-003	0.0309	0.0260	1.9000e-004	2.3500e-003	2.3500e-003	2.3500e-003	2.3500e-003	2.3500e-003	2.3500e-003	37.0738	0.0000	37.0738	7.1000e-004	6.8000e-004	37.2941
Total		3.9000e-003	0.0353	0.0285	2.2000e-004	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	2.7000e-003	42.5591	0.0000	42.5591	8.2000e-004	7.8000e-004	42.8120

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- No Hearths Installed

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.8840	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681
Unmitigated	0.9961	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1121					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	3.1600e-003	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004		0.1635	0.1635	1.8000e-004		0.1681
Total	0.9961	1.0200e-003	0.0897	0.0000	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8809					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1600e-003	1.0200e-003	0.0897	0.0000		4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.1635	0.1635	0.1635	1.8000e-004		0.1681
Total	0.8840	1.0200e-003	0.0897	0.0000		4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	4.8000e-004	0.0000	0.1635	0.1635	1.8000e-004	0.0000	0.1681

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Harbor Blvd Self Storage Facility - South Coast Air Basin, Winter

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

AGENDA ITEM NO.: D.1.	SITE LOCATION: East side of Main Street between Acacia Parkway and Garden Grove Boulevard, at 12900 Main Street
HEARING DATE: August 20, 2020	GENERAL PLAN: Civic Center Mixed Use
PROJECT: AUM Beer Club Proposed Façade Changes	ZONE: CC-2 (Civic Center Main Street)
APPLICANT: Sonny Quach	CEQA DETERMINATION: N/A
PROPERTY OWNER: Audrey Pecor	APN: 090-161-34

REQUEST:

A request to modify the front building façade (west elevation) of the existing restaurant, AUM Beer Club, located at 12900 Main Street.

BACKGROUND:

The subject site is improved with an existing 4,200 square foot restaurant tenant space, which was previously in operation as a restaurant occupied by Doug's Downtown Grill. The subject tenant space is currently occupied by AUM Beer Club, a full-service, sit-down, family-style restaurant, which is currently in the final preparation stages of opening its new restaurant to the public. The tenant space is located on the historic Main Street, which consists of a mix of restaurants, retail shops, service businesses, and offices. The subject property is zoned CC-2 (Civic Center Main Street) and has a General Plan Land Use Designation of Civic Center Mixed Use.

In October of 2018, the City of Garden Grove approved Conditional Use Permit No. CUP-143-2018, which allowed the applicant to operate a new restaurant, AUM Beer Club, within the existing 4,200 square foot restaurant tenant space, with a State Alcoholic Beverage Control (ABC) Type "47" (On-Sale, General, Public Eating Place) License, which was processed by ABC through a "premises-to-premises" transfer to the subject location. Title 9 of the Municipal Code requires approval of a new Conditional Use Permit when there is a premises-to-premises transfer of an existing ABC license.

The restaurant is 4,200 square feet and includes an interior dining area with booths, tables, and chairs accommodating approximately 75 persons, as well as outdoor dining area with tables and chairs that will accommodate an additional 20 persons.

AUM Beer Club Proposed Façade Changes

A 25-foot (25'-0") wide roll-up door is provided along the southerly wall of the restaurant providing additional ventilation and pedestrian access to the outdoor dining area. Conditions of Approval for Conditional Use Permit No. CUP-143-2018 address the outdoor dining area with requirements that include, but are not limited to: maintaining adequate visibility from the public right-of-way into the outdoor dining area; required signage at the patio exits stating "No Alcoholic Beverages Beyond this Point"; adequate lighting in the patio area; a monitoring plan/program addressing alcohol service and consumption and employee monitoring of the outdoor patio area; and installation of a security camera surveillance system to monitor said area. The applicant/operator is also required to comply with the City's Noise ordinance, so as to ensure there are no noise related issues stemming from the operation of the business.

Regarding Main Street Design Regulations, the Municipal Code states, in part, "In order to ensure that the development, restoration, and revitalization of properties and buildings are completed in accordance with the general historical theme of the CC-2 [Main Street] zone, the Community [and Economic] Development Department" shall adopt, by resolution, architectural and design criteria.

In 1978, the City adopted, by resolution, the Historical Main Street Architectural Design Criteria, which states in part, "The architectural character, which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style, wood-framed, stucco building fronts and tile roofs". It further states that the design criteria was "established to enhance this particular architectural style."

In 2019, the applicant submitted a request to the City to modify the exterior façade of the existing building by constructing a façade attached to the front of the existing building, comprised of steel "I" beams and steel slats, which are roughly a few inches apart creating a "see through" effect. The existing building façade was to be retained while the new steel façade would be attached on top of the exterior. The intent was to provide a modern contemporary look to the restaurant building. The current exterior façade of the building exhibits a traditional Spanish style wood framed construction, with stucco fronts, and tile roof, which is consistent with much of the architecture of buildings along Main Street.

When a structural rehabilitation is requested for a building within the CC-2 Main Street zone, the applicant is required to submit a building design plan to the City for review. The proposed building design plan is also submitted to the Downtown Main Street Commission ("Downtown Commission"), who reviews the proposed plan and makes recommendations to the Community and Economic Development Department. The proposed project, along with Downtown Commission's recommendation, is then forwarded to the Planning Commission for its consideration.

AUM Beer Club Proposed Façade Changes

On July 9, 2020, City Staff presented the applicant's proposal to the Downtown Commission for its consideration. Staff did not support the proposed contemporary design determining that it was not consistent with the guidelines of the Historical Main Street Architectural Design Criteria. At the meeting, the applicant notified Staff and the Downtown Commission that they had modified the materials of the proposal by changing the material of the slats from steel to wood. The Downtown Commission expressed a split opinion with some commissioners supporting the project and others expressing concerns with the design not conforming to the Historical Main Street Architectural Design Criteria. By a vote of 3-3 (with 1 commissioner absent), a motion to approve the project failed. The Downtown Commission expressed an interest in postponing the item for one (1) week in an effort to have all seven (7) commissioners available to vote on the item. By a vote of 5-1 (with 1 commissioner absent) a motion passed to postpone the item for one (1) week.

On July 16, 2020, the Downtown Commission reconsidered the applicant's proposal. The commission expressed the same sentiments as those presented at the last meeting. Commissioner Wietor, who was absent from the meeting, submitted his comments to Commissioner Lerma, who then forwarded said comments to the Downtown Commission. Commissioner Wietor's comments included the following: that he did not support the design; that the historical integrity of Main Street should be preserved; that the proposed design was not in line with said historical integrity of Main Street; and that if he were in attendance for the meeting, he would vote against approving the proposed façade change. There was additional discussion by the Commission contemplating the possibility of reviewing the Historical Main Street Architectural Design Criteria and possible changes to accommodate newer architectural design styles. By a vote of 3-3 (with 1 commissioner absent), a motion to approve the project, with the new change in materials of the design (changing the material of the slats from steel to wood), failed.

DISCUSSION:

Following the meeting, and in an effort to address some of the concerns raised by Downtown Commission, the applicant submitted a revised design of the proposed façade change to Staff for review. The design has been significantly modified to retain elements of the existing building, such as: portions of the existing stucco building exterior, natural wood elements above the windows, and exposed tile roof, while incorporating the new steel "I" beam framing with wood slats. Staff has reviewed the proposed modified design and finds that it is consistent with the intent of the Historical Main Street Architectural Design Criteria by retaining several existing elements of the Spanish style building architecture. Copies of the initial (first) and modified (second) façade designs are attached to this report for reference, as Exhibits "A" and "B", respectively. Also attached is a copy of the Historical Main Street Architectural Design Criteria.

For the Planning Commission's consideration, Staff has prepared a resolution of approval and a resolution of denial.

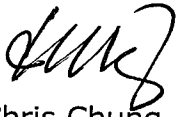
RECOMMENDATION:

Staff recommends that the Planning Commission take the following actions:

1. Consider the applicant's proposal and adopt a resolution to approve or deny the proposed modification to the front building façade, per the attached plans under Exhibit "A", for the AUM Beer Club restaurant, located at 12900 Main Street (APN: 090-161-34).



Lee Marino
Planning Services Manager



By: Chris Chung
Urban Planner

Attachment 1: Historic Main Street Architectural Design Criteria
Attachment 2: Exhibit "A" – Modified (Second) Façade Design
Attachment 3: Exhibit "B" – Initial (First) Façade Design
Attachment 4: Exhibit "C" – Current Façade Street View

AUM BEER CLUB
CITY OF GARDEN GROVE, CA

12900 MAIN ST
APN: 090161134

PUD-117493

CCSP-CCR20

CCSP-CCR20

CC-3

CC-3

CC-05

Acacia Pkwy

Acacia Pkwy

Acacia Pkwy

Acacia Pkwy

Acacia Pkwy

Acacia Pkwy

CCSP-GR31

CCSP-DC30

CCSP-CCCT&3

CCSP-DC30

PUD(M)

CC-2

CC-3

CC-3

CC-3

Euclid St

Euclid St

Main St

Main St

Grove Ave

Grove Ave

Garden Grove Blvd

Garden Grove Blvd

GGMU-1

GGMU-2

GGMU-1

GGMU-1

GGMU-2

GGMU-2

Century Blvd

Walnut St

Walnut St

Sonoma Ln

Michael Monsoer Ct

PUD-125410

Taft St

Taft St

Lincoln St

Lincoln St

CC-3

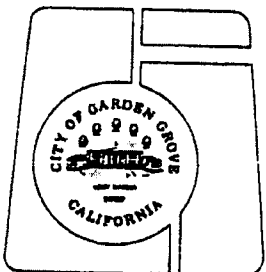
CC-3

CCSP-FR46

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ARCHITECTURAL AND DESIGN CRITERIA
FOR THE
MAIN STREET HISTORICAL-RETAIL COMBINING ZONE



GARDEN GROVE

Prepared by:
Office of Redevelopment,
Revised March 14, 1979

SECTION 1. AUTHORITY

Pursuant to Section 9213K.4.a of the Municipal Code of the City of Garden Grove, the Agency for Community Development is empowered to adopt architectural and design criteria for the revitalization of buildings located within the Main Street Historical-Retail Combining Zone.

SECTION 2. PURPOSE

The purpose of the architectural and design criteria is to establish parameters for the restoration and revitalization of Main Street's buildings without stifling individual creativity of design.

SECTION 3. ARCHITECTURAL CHARACTER

The architectural character which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style with wood-framed, stucco building fronts and tile roofs. The following design criteria have been established to enhance this particular architectural style.

SECTION 4. DESIGN CRITERIA

A. Total Building Design

The following design criteria shall apply to all building elevations, including rear and side elevations where visible, and not solely to that portion of a building which fronts on Main Street.

B. Materials

Primary facing materials should be textured in appearance, such as textured stucco. Decorative ceramic tiles should be utilized beneath windows. Colored fabric should be utilized for awnings. Cast iron may be used in details and decorative features. Monterey or similar tile should be used on those portions of roof visible from any public right-of-way.

C. Color

Earth tones should predominate with white or off-white being the primary color of the building facia. Blacks, browns, reds, yellows, greens, grays or blues should be used for details and highlights though nothing contained herein shall predispose the use of any other color provided that it is integrated into the overall architecture and design of the building and is not out of character with the general historical theme adopted for Main Street.

D. Roof-Mounted Mechanical Equipment

All new roof-mounted mechanical equipment shall be located, and existing roof-mounted mechanical equipment shall be screened, such that they are not visible from any public right-of-way.

E. Roof Drainage

All roof drainage for new buildings or for buildings undergoing major restoration shall be designed to transport rain water and other drainage to the rear of the building.

F. Awnings and Canopies

Brightly colored fabric awnings should be a major design feature of each building and should be maintained in good repair and replaced as necessary. Canopies should be designed to be a part of the integral design of the building in terms of materials and appearance.

G. Signs

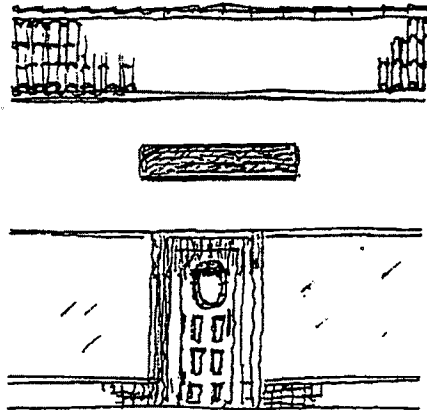
1. Signs on Main Street should advertise the place of business, be architecturally attractive and contribute to the retention or restoration of the historical character of the street. Some consistency or similarity of signs is important to obtain the desired appreciation that all areas of the street and uses are a part of a progressive commercial center.

Unless signs are controlled they will tend to compete with each other and with the otherwise improved appearance of the street. Without reasonably applied sign criteria, signs will dominate the street.

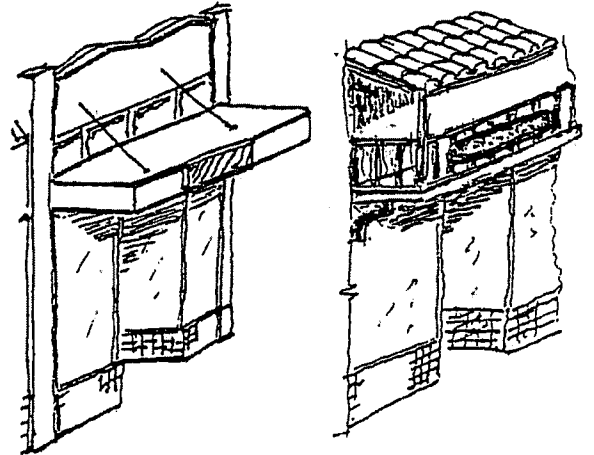
Signs standards assure each merchant that all other establishments are similarly restricted. The merchant is protected against over-powering advertising structures from competitors and/or adjacent properties on the street

2. Signs visible from the Main Street right-of-way should be pedestrian oriented in size, shape and location.
3. Lettering and symbols should be integrated into the overall architecture and design of the building and should be in character with the general historical theme adopted for Main Street.
4. The total sign area on any single building facade in the Main Street Historical-Retail zone shall not exceed one (1) square foot per lineal foot of facade frontage or 10% of the facade area, whichever is smaller. The total sign area on an alley facade shall not exceed two (2) square feet per lineal foot of facade or 10% of the facade area, whichever is smaller.
5. Each business property will be permitted one (1) Principal Identification Sign on each building facade of the business. The Principal Identification Sign may be a Wall Sign, or Marquee Sign. Only the name of the business and/or one or two major categories or services should be shown on any sign. Traditional trademarks, logos and symbols are permitted.
6. One perpendicular projecting sign not to exceed six (6) square feet will be permitted on the front or primary face of each establishment provided, however, that the sign material is wood and that the sign face is designed as a graphic representation of the goods or services

SIGN EXAMPLES



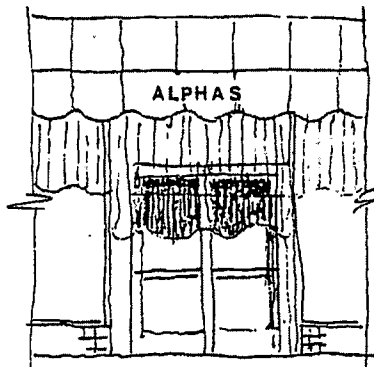
FACADE SIGN



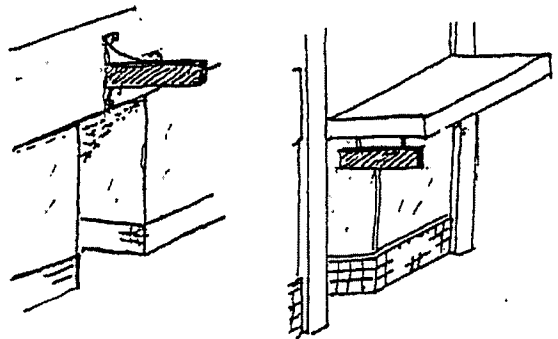
MARQUEE SIGNS

Signs may be of wood or other suitable materials, or painted directly on the wall or marquee surface.

Maximum area: One sq. ft. per lineal foot of facade or 10% of facade area whichever is smaller.



AWNING SIGN



WALL HUNG SIGN

UNDER MARQUEE SIGN

PERPENDICULAR PROJECTING SIGNS

May be used as principal sign. Lettering is applied directly to awning fabric.

One permitted for each establishment on primary facade. Maximum area is six sq. ft.

provided at the particular establishment. As an incentive to encourage the utilization of this type of sign, the square footage of such sign shall not be included in the total allowable square footage limitation.

7. The choice of sign materials should be left to the discretion of the applicant, subject to the approval of the Agency for Community Development, though the design should not contain visible bulbs, neon tubing, exposed wiring, or luminous paints. Wood or simulated wood signs with carved, routed, or sandblasted letters are particularly encouraged. Other materials compatible with the general architectural theme will be permitted. In the interest of energy conservation, signs should be illuminated only when essential for operation of a business. No movement or flashing lights shall be permitted.
8. Natural, stained or painted wood or simulated wood backgrounds are acceptable. Where other materials are used or signs are painted directly on wall surfaces, earth tones should predominate with white or off-whites, ivories or beiges being the primary color of the sign background. Blacks, browns, reds, yellows, greens, grays or blues should be used for details and highlights though nothing contained herein shall predispose the use of any other color provided that it is integrated into the overall architecture and design of the building and is not out of character with the general historical theme adopted for Main Street.
9. Signs which become non-conforming as a result of this criteria shall be removed or brought into conformance within six months from the date that they become non-conforming.

SECTION 5. BUILDING DESIGN PLAN

A. Initial Action

The applicant should contact the staff of the Agency for Community Development to discuss the request or proposal prior to the preparation of detailed drawings.

B. Contents

The applicant shall prepare the following and submit them to the Office of Redevelopment for review:

1. Elevations

The applicant shall submit eighteen (18) copies of elevations containing the following information:

- a. Types: At least one proposed front, side (if visible), and rear elevation for each building on the site.
- b. Scale: Any scale large enough to show clearly the details of the development.

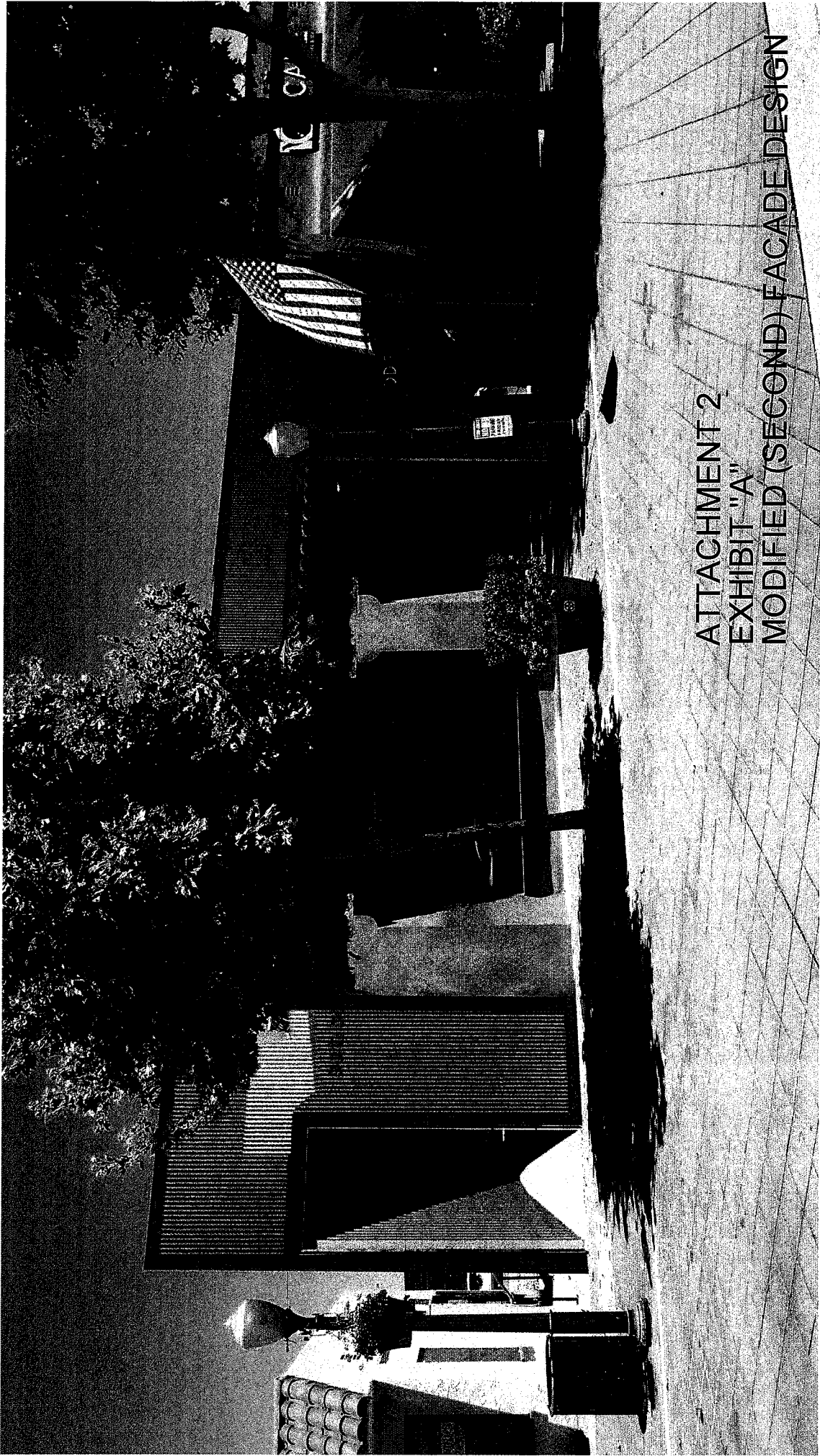
- c. **Materials:** Exterior building materials labeled and identified.
- d. **Signs:** All proposed signs including location, dimensions, materials, colors, and copy (if available).
- e. **Title Block.**

2. Other Exhibits

The applicant shall submit one copy of each of the following:

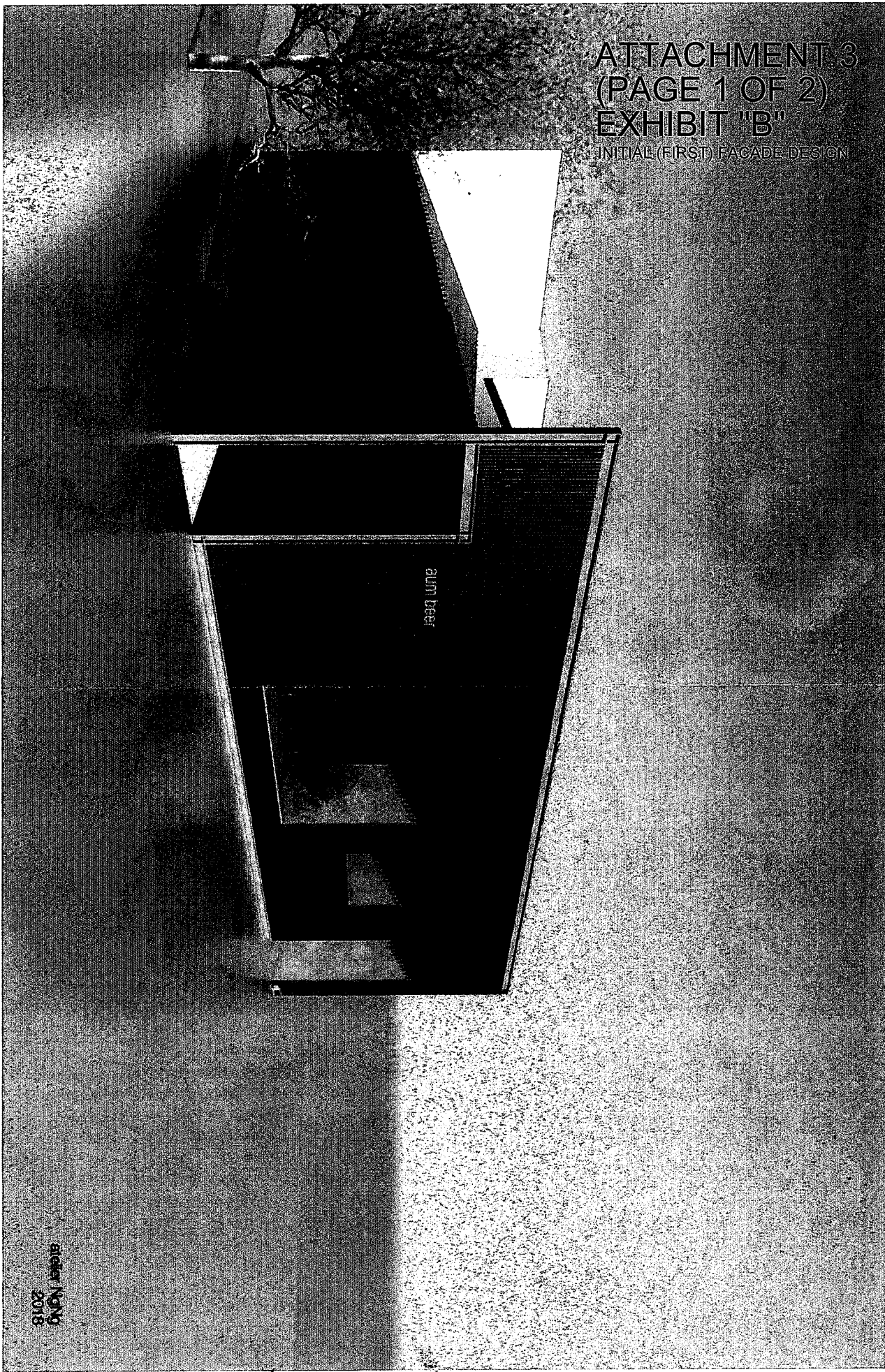
- a. Color Photograph: The applicant shall submit a color photograph of each elevation of the existing building.
- b. Color Rendering: The applicant shall submit a color rendering of each elevation for the proposed restoration of the existing building.
- c. Evidence of Title: Evidence of title, secured through a title insurance company within six (6) months prior to filing the application is needed to satisfy the requirement that the recorded owner be known and consents to the filing of the application.
- d. Letter of Authorization (form attached): The Letter of Authorization is to be submitted only if the applicant is not the recorded owner of the property. The recorded owner must sign the Letter of Authorization and have it notarized.

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3/19/79

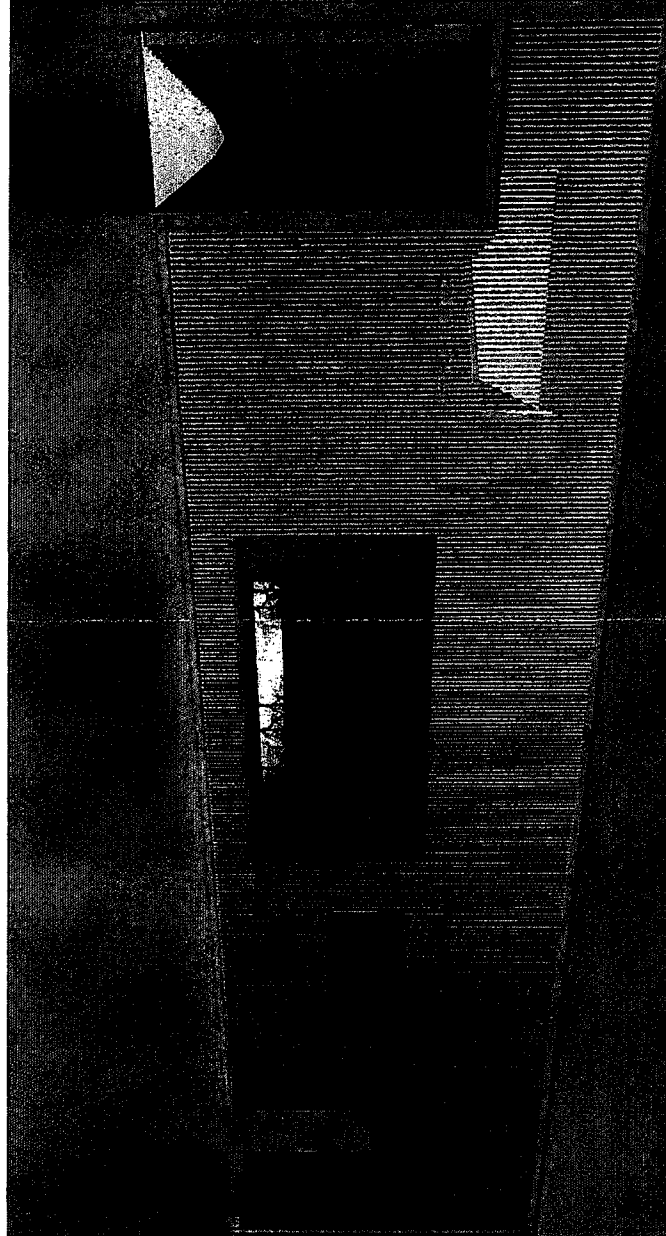


ATTACHMENT 2
EXHIBIT "A"
MODIFIED (SECOND) FACADE DESIGN

ATTACHMENT 3
(PAGE 1 OF 2)
EXHIBIT "B"
INITIAL (FIRST) FACADE DESIGN



ATTAGUIE
PAGES OF
EXHIBITION
INITIAL PERIOD OF 1951





CURRENT FAÇADE STREET VIEW

12900 MAIN ST

ATTACHMENT 4
EXHIBIT "C"

RESOLUTION NO. 6002-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE APPROVING THE PROPOSED FAÇADE CHANGES, PER THE ATTACHED EXHIBIT "A", FOR A RESTAURANT, AUM BEER CLUB, LOCATED AT 12900 MAIN STREET, ASSESSOR'S PARCEL NO. 090-161-34.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on August 20, 2020, does hereby approve the proposed façade changes, per the attached Exhibit "A", for a restaurant, AUM Beer Club, located at 12900 Main Street, Assessor's Parcel No. 090-161-34.

BE IT FURTHER RESOLVED in the matter of the AUM Beer Club Proposed Façade Changes, the Planning Commission of the City of Garden Grove hereby finds, determines, declares, and resolves as follows:

WHEREAS, the subject case was initiated by Sonny Quach;

WHEREAS, a request to modify the front building façade (west elevation) of the existing restaurant, AUM Beer Club, located at 12900 Main Street;

WHEREAS, the subject site has a General Plan Land Use Designation of Civic Center Mixed Use and is currently zoned CC-2 (Civic Center Main Street);

WHEREAS, existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed;

WHEREAS, the City of Garden Grove has determined that this project is not subject to the California Environmental Quality Act ("CEQA"; Cal. Pub. Resources Code Section 21000 et seq.) pursuant to Section 15301 (Existing Facilities) of the State CEQA Guidelines (Cal. Code of Regs., Title 14, Section 15000 et seq.);

WHEREAS, in 1978, the City adopted, by resolution, the Historical Main Street Architectural Design Criteria, which states in part, "The architectural character, which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style, wood-framed, stucco building fronts and tile roofs". The Historical Main Street Architectural Design Criteria further states that the design criteria was "established to enhance this particular architectural style";

WHEREAS, when a structural rehabilitation is requested for a building within the CC-2 (Civic Center Main Street) zone, the applicant is required to submit a building design plan to the City for review. The proposed building design plan is also submitted to the Downtown Main Street Commission ("Downtown Commission"), who reviews the proposed plan and makes recommendations to the Community and Economic Development Department;

WHEREAS, the Downtown Commission gave due and careful consideration to the matter during its meetings of July 9, 2020, and July 16, 2020, and, due to a failed motion to approve the project, did not forward a recommendation to the Planning Commission;

WHEREAS, report submitted by City staff was reviewed.

WHEREAS, pursuant to a legal notice, a public hearing was held on August 20, 2020, and all interested persons were given an opportunity to be heard.

WHEREAS, the Planning Commission gave due and careful consideration to the matter during its meeting of August 20, 2020; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. *Incorporation of Recitals.* The foregoing recitals are true and correct and are incorporated by reference herein.

SECTION 2. *Findings.* The Planning Commission finds that the proposed design, per the attached Exhibit "A", is consistent with the intent of the Historical Main Street Architectural Design Criteria. The Planning Commission finds that the design retains elements of the existing building's Spanish style building architecture by preserving portions of existing stucco building exterior, natural wood elements above the windows, and exposed tile roof, while incorporating the new steel "I" beam framing with wood slats.

RESOLUTION NO. 6002-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE DENYING THE PROPOSED FAÇADE CHANGES, PER THE ATTACHED EXHIBIT "A", FOR A RESTAURANT, AUM BEER CLUB, LOCATED AT 12900 MAIN STREET, ASSESSOR'S PARCEL NO. 090-161-34.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on August 20, 2020, does hereby deny the proposed façade changes, per the attached Exhibit "A", for a restaurant, AUM Beer Club, located at 12900 Main Street, Assessor's Parcel No. 090-161-34.

BE IT FURTHER RESOLVED in the matter of the AUM Beer Club Proposed Façade Changes, the Planning Commission of the City of Garden Grove hereby finds, determines, declares, and resolves as follows:

WHEREAS, the subject case was initiated by Sonny Quach;

WHEREAS, a request to modify the front building façade (west elevation) of the existing restaurant, AUM Beer Club, located at 12900 Main Street;

WHEREAS, the subject site has a General Plan Land Use Designation of Civic Center Mixed Use and is currently zoned CC-2 (Civic Center Main Street);

WHEREAS, existing land use, zoning, and General Plan designation of property within the vicinity of the subject property have been reviewed;

WHEREAS, in 1978, the City adopted, by resolution, the Historical Main Street Architectural Design Criteria, which states in part, "The architectural character, which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style, wood-framed, stucco building fronts and tile roofs". The Historical Main Street Architectural Design Criteria further states that the design criteria was "established to enhance this particular architectural style";

WHEREAS, when a structural rehabilitation is requested for a building within the CC-2 (Civic Center Main Street) zone, the applicant is required to submit a building design plan to the City for review. The proposed building design plan is also submitted to the Downtown Main Street Commission ("Downtown Commission"), who reviews the proposed plan and makes recommendations to the Community and Economic Development Department;

WHEREAS, the Downtown Commission gave due and careful consideration to the matter during its meetings of July 9, 2020, and July 16, 2020, and, due to a failed motion to approve the project, did not forward a recommendation to the

Planning Commission;

WHEREAS, report submitted by City staff was reviewed.

WHEREAS, pursuant to a legal notice, a public hearing was held on August 20, 2020, and all interested persons were given an opportunity to be heard.

WHEREAS, the Planning Commission gave due and careful consideration to the matter during its meeting of August 20, 2020; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. *Incorporation of Recitals.* The foregoing recitals are true and correct and are incorporated by reference herein.

SECTION 2. *Findings.* Based on the facts and reasons stated on the record at the meeting, the Planning Commission finds that the proposed design, per the attached Exhibit "A", does not meet the intent or stipulations of the Historical Main Street Architectural Design Criteria, which states, in part, "The architectural character, which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style with wood-framed, stucco building fronts and tile roofs." The design criteria contained within the Historical Main Street Architectural Design Criteria has been "established to enhance this particular architectural style".

Memorandum

To: Chairman and Planning Commission

From: Planning Staff

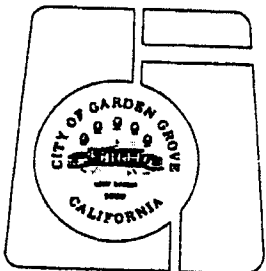
Date: August 20, 2020

Subject: Architectural and Design Criteria For The Main Street Historical-Retail Combining Zone

At the July 16, 2020 Planning Commission Meeting, Commissioner Lindsay requested that an item be placed on the Planning Commission Agenda to discuss the Architectural and Design Criteria For The Main Street Historical-Retail Combining Zone document that was adopted by the City on March 14, 1979. This document addresses the architectural design criteria for the Main Street buildings, signage and required plans that are to be submitted for review and approval.

The document has been attached for your review and discussion at the August 20, 2020 Planning Commission Meeting.

ARCHITECTURAL AND DESIGN CRITERIA
FOR THE
MAIN STREET HISTORICAL-RETAIL COMBINING ZONE



GARDEN GROVE

Prepared by:
Office of Redevelopment,
Revised March 14, 1979

SECTION 1. AUTHORITY

Pursuant to Section 9213K.4.a of the Municipal Code of the City of Garden Grove, the Agency for Community Development is empowered to adopt architectural and design criteria for the revitalization of buildings located within the Main Street Historical-Retail Combining Zone.

SECTION 2. PURPOSE

The purpose of the architectural and design criteria is to establish parameters for the restoration and revitalization of Main Street's buildings without stifling individual creativity of design.

SECTION 3. ARCHITECTURAL CHARACTER

The architectural character which is to be retained and enhanced is that which existed prior to and with the rebuilding of Main Street buildings subsequent to the 1933 Long Beach earthquake. The principal architectural character is of a Spanish style with wood-framed, stucco building fronts and tile roofs. The following design criteria have been established to enhance this particular architectural style.

SECTION 4. DESIGN CRITERIA

A. Total Building Design

The following design criteria shall apply to all building elevations, including rear and side elevations where visible, and not solely to that portion of a building which fronts on Main Street.

B. Materials

Primary facing materials should be textured in appearance, such as textured stucco. Decorative ceramic tiles should be utilized beneath windows. Colored fabric should be utilized for awnings. Cast iron may be used in details and decorative features. Monterey or similar tile should be used on those portions of roof visible from any public right-of-way.

C. Color

Earth tones should predominate with white or off-white being the primary color of the building facia. Blacks, browns, reds, yellows, greens, grays or blues should be used for details and highlights though nothing contained herein shall predispose the use of any other color provided that it is integrated into the overall architecture and design of the building and is not out of character with the general historical theme adopted for Main Street.

D. Roof-Mounted Mechanical Equipment

All new roof-mounted mechanical equipment shall be located, and existing roof-mounted mechanical equipment shall be screened, such that they are not visible from any public right-of-way.

E. Roof Drainage

All roof drainage for new buildings or for buildings undergoing major restoration shall be designed to transport rain water and other drainage to the rear of the building.

F. Awnings and Canopies

Brightly colored fabric awnings should be a major design feature of each building and should be maintained in good repair and replaced as necessary. Canopies should be designed to be a part of the integral design of the building in terms of materials and appearance.

G. Signs

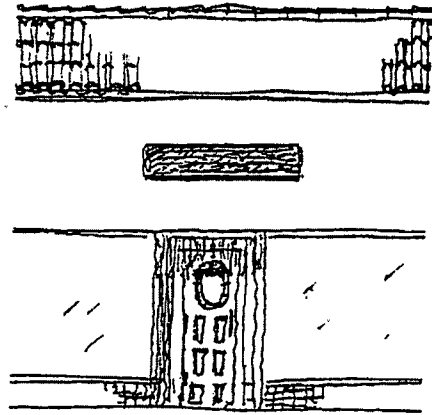
1. Signs on Main Street should advertise the place of business, be architecturally attractive and contribute to the retention or restoration of the historical character of the street. Some consistency or similarity of signs is important to obtain the desired appreciation that all areas of the street and uses are a part of a progressive commercial center.

Unless signs are controlled they will tend to compete with each other and with the otherwise improved appearance of the street. Without reasonably applied sign criteria, signs will dominate the street.

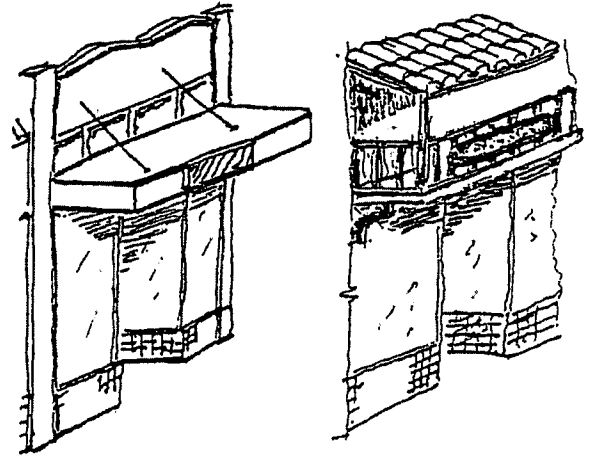
Signs standards assure each merchant that all other establishments are similarly restricted. The merchant is protected against over-powering advertising structures from competitors and/or adjacent properties on the street

2. Signs visible from the Main Street right-of-way should be pedestrian oriented in size, shape and location.
3. Lettering and symbols should be integrated into the overall architecture and design of the building and should be in character with the general historical theme adopted for Main Street.
4. The total sign area on any single building facade in the Main Street Historical-Retail zone shall not exceed one (1) square foot per lineal foot of facade frontage or 10% of the facade area, whichever is smaller. The total sign area on an alley facade shall not exceed two (2) square feet per lineal foot of facade or 10% of the facade area, whichever is smaller.
5. Each business property will be permitted one (1) Principal Identification Sign on each building facade of the business. The Principal Identification Sign may be a Wall Sign, or Marquee Sign. Only the name of the business and/or one or two major categories or services should be shown on any sign. Traditional trademarks, logos and symbols are permitted.
6. One perpendicular projecting sign not to exceed six (6) square feet will be permitted on the front or primary face of each establishment provided, however, that the sign material is wood and that the sign face is designed as a graphic representation of the goods or services

SIGN EXAMPLES



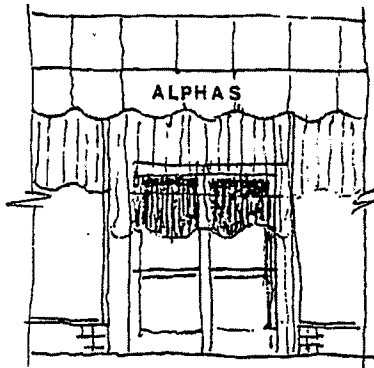
FACADE SIGN



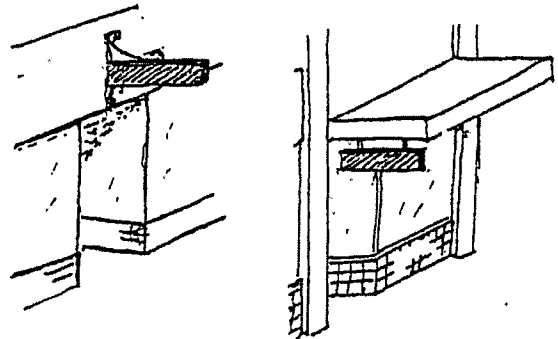
MARQUEE SIGNS

Signs may be of wood or other suitable materials, or painted directly on the wall or marquee surface.

Maximum area: One sq. ft. per lineal foot of facade or 10% of facade area whichever is smaller.



AWNING SIGN



WALL HUNG SIGN

UNDER MARQUEE SIGN

PERPENDICULAR PROJECTING SIGNS

May be used as principal sign. Lettering is applied directly to awning fabric.

One permitted for each establishment on primary facade. Maximum area is six sq. ft.

provided at the particular establishment. As an incentive to encourage the utilization of this type of sign, the square footage of such sign shall not be included in the total allowable square footage limitation.

7. The choice of sign materials should be left to the discretion of the applicant, subject to the approval of the Agency for Community Development, though the design should not contain visible bulbs, neon tubing, exposed wiring, or luminous paints. Wood or simulated wood signs with carved, routed, or sandblasted letters are particularly encouraged. Other materials compatible with the general architectural theme will be permitted. In the interest of energy conservation, signs should be illuminated only when essential for operation of a business. No movement or flashing lights shall be permitted.
8. Natural, stained or painted wood or simulated wood backgrounds are acceptable. Where other materials are used or signs are painted directly on wall surfaces, earth tones should predominate with white or off-whites, ivories or beiges being the primary color of the sign background. Blacks, browns, reds, yellows, greens, grays or blues should be used for details and highlights though nothing contained herein shall predispose the use of any other color provided that it is integrated into the overall architecture and design of the building and is not out of character with the general historical theme adopted for Main Street.
9. Signs which become non-conforming as a result of this criteria shall be removed or brought into conformance within six months from the date that they become non-conforming.

SECTION 5. BUILDING DESIGN PLAN

A. Initial Action

The applicant should contact the staff of the Agency for Community Development to discuss the request or proposal prior to the preparation of detailed drawings.

B. Contents

The applicant shall prepare the following and submit them to the Office of Redevelopment for review:

1. Elevations

The applicant shall submit eighteen (18) copies of elevations containing the following information:

- a. Types: At least one proposed front, side (if visible), and rear elevation for each building on the site.
- b. Scale: Any scale large enough to show clearly the details of the development.

- c. Materials: Exterior building materials labeled and identified.
- d. Signs: All proposed signs including location, dimensions, materials, colors, and copy (if available).
- e. Title Block.

2. Other Exhibits

The applicant shall submit one copy of each of the following:

- a. Color Photograph: The applicant shall submit a color photograph of each elevation of the existing building.
- b. Color Rendering: The applicant shall submit a color rendering of each elevation for the proposed restoration of the existing building.
- c. Evidence of Title: Evidence of title, secured through a title insurance company within six (6) months prior to filing the application is needed to satisfy the requirement that the recorded owner be known and consents to the filing of the application.
- d. Letter of Authorization (form attached): The Letter of Authorization is to be submitted only if the applicant is not the recorded owner of the property. The recorded owner must sign the Letter of Authorization and have it notarized.

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