

**11TH STREET TOWNHOME PROJECT**  
**DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION.**

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## Acronym List

ADT	Average Daily Trips
AQMP	Air Quality Management Plan
AB	Assembly Bill
AFY	Acre-Feet Yearly
APN	Assessor Parcel Number
BMPs	Best Management Practices
CAA	Clean Air Act
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Garden Grove
CNPS	California Native Plant Society
CMA	Congestion Management Agency
CMP	Congestion Management Program
CO	Carbon Monoxide
CY	Cubic Yards
DAMP	Drainage Area Management Plan
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GGMC	Garden Grove Municipal Code
GPCD	Gallons per day per capita
GHG	Greenhouse Gas

HRA	Health Risk Assessment
IS/MND	Initial Study/ Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LCFS	Low Carbon Fuel Standard
LID	Low Impact Development
LST	Local Significance Thresholds
MBTA	Migratory Bird Treaty Act
MG	Million Gallons
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MTCO <sub>2e</sub>	metric tons carbon dioxide equivalent
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NO <sub>x</sub>	Nitrous Oxides
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
PM	Particulate Matter
PUD	Planned Unit Development
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
GGUSD	Garden Grove Unified School District
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SO <sub>x</sub>	Oxides of Sulfur
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
UWMP	Urban Water Management Plan
WDRs	Waste Discharge Requirements
WQMP	Water Quality Management Plan

# 1 INTRODUCTION

## 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.);
- California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines, Sections 15000 et seq.); and

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed townhome development. As required by CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Garden Grove (City), in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report is required for the project.

This Initial Study informs City decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A “significant effect” or “significant impact” on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382).

Given the project's scope and level of detail, combined with technical analyses and current information about the site and environs, the City's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1).
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (CEQA Guidelines Section 15004[b][3]).
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (CEQA Guidelines Section 15126.4).

### **Existing Regulations that Reduce Potential Impacts**

Throughout the impact analysis in this Initial Study, reference is made to requirements that are applied to all development on the basis of federal, state, or local law, which effectively reduce the potential for environmental impacts to occur. Where applicable, these existing regulations are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced.

## 1.2 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

### **Section 1.0 Introduction**

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City to evaluate the project's potential to impact the physical environment, and to determine if mitigation is required to reduce potential impacts to a less than significant level.

### **Section 2.0 Project Setting**

Provides information about the project's location, a description of existing site uses, and identifies the existing General Plan and zoning designations.

### **Section 3.0 Project Description**

Includes a description of the project's physical features, along with construction and operational activities.

### **Section 4.0 Environmental Checklist**

Includes the Environmental Checklist and evaluates the project's potential to result in significant adverse effects to the physical environment and identifies if mitigation is required to reduce potential impacts to a less than significant level.

### **Section 5.0 Document Preparers**

Includes a list of persons that prepared this IS/MND.

## 2 PROJECT SETTING

### 2.1 PROJECT LOCATION

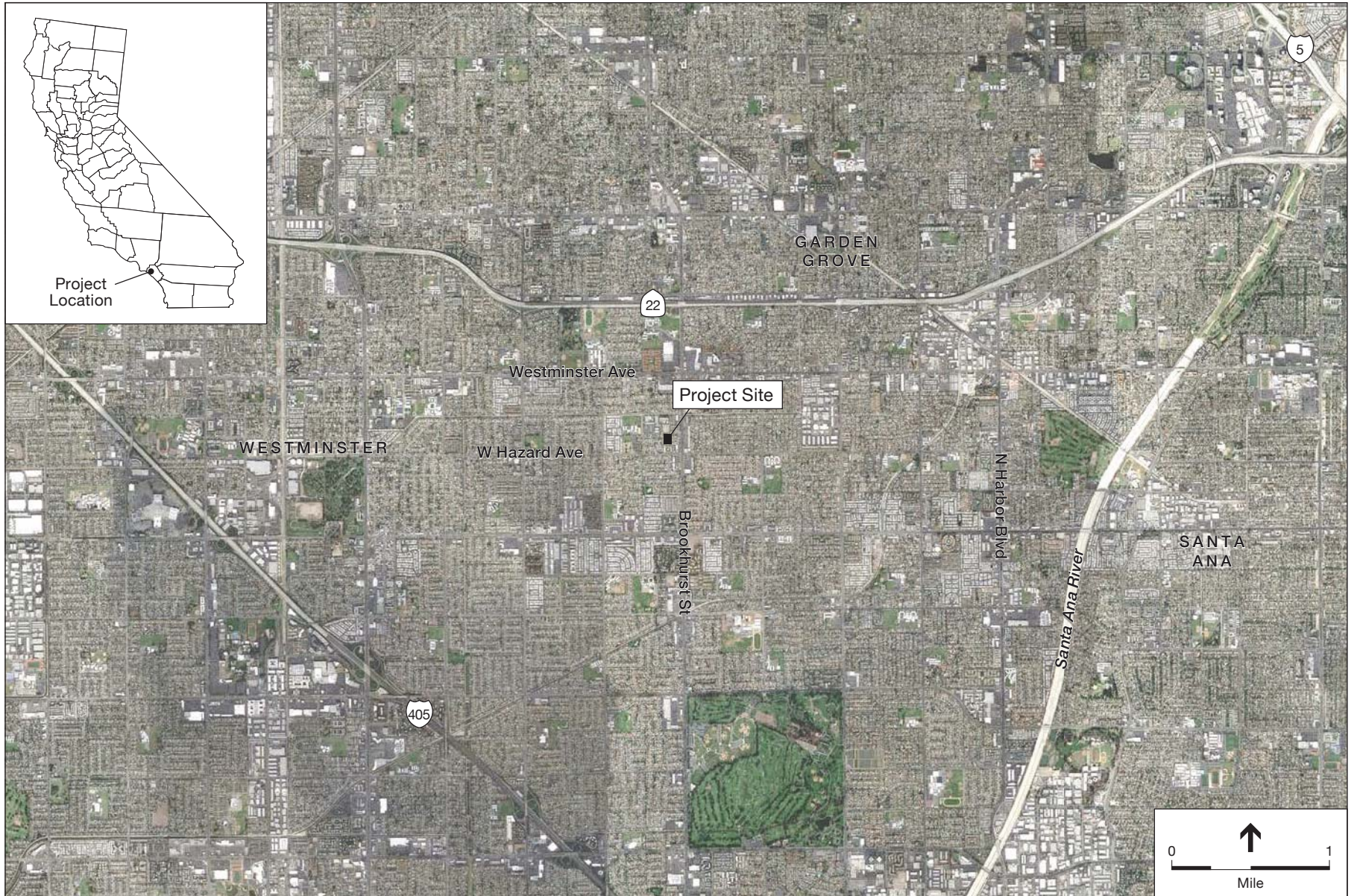
The project is located at 9861 11th Street, in the southern portion of the City of Garden Grove. The site is approximately 0.8 miles south of State Route 22 (SR-22), as shown on Figure 1. The project is located to the north of West Hazard Avenue and west of Brookhurst Street, both of which provide access to 11th Street, as shown on Figure 2.

The project site consists of Lots 59, 60, 61, & 62 of Tract 643; which is identified as Assessor Parcel Number (APN): 098-120-18 and is located within the U.S. Geologic Survey (USGS) Anaheim 7.5 Minute Series Topographic Quadrangle.

### 2.2 EXISTING PROJECT SITE LAND USES

The 1.76-acre project site is currently developed with a 33,200 square foot Intermediate Care Facility for the developmentally disabled. As described by the State Department of Developmental Services, this type of facility (licensing category ICF/DD) provides 24-hour personal care, habilitation, developmental, and



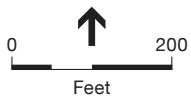


9861 11TH STREET GARDEN GROVE

SOURCE: Google Earth Pro, 2018

**Figure 1: Regional Location**





9861 11TH STREET GARDEN GROVE

**Figure 2:** Aerial of Project Site

SOURCE: Google Earth Pro, 2018



supportive health services to developmentally disabled clients whose primary need is for developmental services and who have a recurring but intermittent need for skilled nursing services<sup>1</sup>.

The facility currently operates with 59-beds and is planned to operate onsite through May 2019. The facility was originally developed to accommodate 147 patients; however, due to changing state licensing constraints it is now only allowed to accommodate 59 patients. Thus, the Intermediate Care Facility is planned to move to a different location that is more appropriately sized to accommodate the allowable number of patients. Based on the existing 59 beds and the required staffing ratios for ICF/DD facilities, it is estimated that between 9-18 employees are onsite 24-hours per day, depending on the shift and patient needs.

The existing Intermediate Care Facility is a 33,200 square foot single-story structure that has large HVAC ventilation units on the roof and is surrounded by an asphalt parking areas that are accessed by two driveways along 11th Street. The building has one central area and 6 wings; 3 of which end and face toward 11th street. The wings have pitched roofs and are separated by paved courtyards. Small courtyard areas adjacent to patient rooms along the driveways are bound by brick walls.

Small areas of ornamental landscaping exist onsite that are separated by sidewalks. The existing landscaping includes grass, shrubs, and a total of 4 small trees, as shown on Figure 3. The project site is bound on the north, east, and west sides a by 6-foot high cement block wall. Exterior lighting onsite is provided by security lighting by the building entrances and the street lights along 11th Street.

The project site has a General Plan Land Use designation of Medium Density Residential (MDR) uses that provides for a residential density of 18.1 through 32 dwelling units per acre. In addition, the site is zoned R-3 (Multiple-Family Residential) that allows up to 24 dwelling units per acre.

## 2.3 SURROUNDING LAND USES

The project site is located within a developed and urban area and is adjacent to roadways and residential uses as described below:

- **North:** Two-story apartment buildings and the associated surface parking lot is located to the north of the site and religious uses are located to the northwest of the site on 13th Street.
- **East:** A 2-story apartment building is located east of the site's northern portion and a single-family dwelling is located east of the site's southern portion (Figure 2).
- **South:** 11th Street, which is a 2-lane roadway, is located to the south of the site. Two story townhomes are located across 11th Street from the project site.
- **West:** The west side of the site is adjacent to a narrow undeveloped vacant site that has been approved for development of a 3-story, 10-unit apartment building (Garden Green Apartment Project). In addition, 2-story apartment buildings exist to the west of the vacant site.

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<sup>1</sup> <https://www.dds.ca.gov/LivingArrang/ICF.cfm>



9861 11TH STREET GARDEN GROVE

SOURCE: Google Earth, 2018

**Figure 3:** Views of Existing Project Site

### 3 PROJECT DESCRIPTION

#### 3.1 PROJECT FEATURES

The project would redevelop the 1.76-acre project site to provide 31 residential townhomes, as shown in Figure 4, Conceptual Site Plan. The residences would be provided within 2 and 3-story buildings that would have a maximum height of 33 feet 6 inches. The project would result in a density of 17.6 dwelling units per acre. The project proposes 3 different floor plans that range in size from 1,650 square foot 2-bedroom units to 1,940 square foot 3-bedroom units, as shown in Table 1.

**Table 1: Residential Unit Summary**

<b>Unit Type</b>	<b>Number of Units</b>	<b>Number of Stories</b>	<b>Number of Bedrooms</b>	<b>Number of Bathrooms</b>	<b>Square Footage</b>
Plan 1	12	3	2	2.5	1,650
Plan 2	15	2	3	2.5	1,700
Plan 3	4	3	3	3.5	1,940

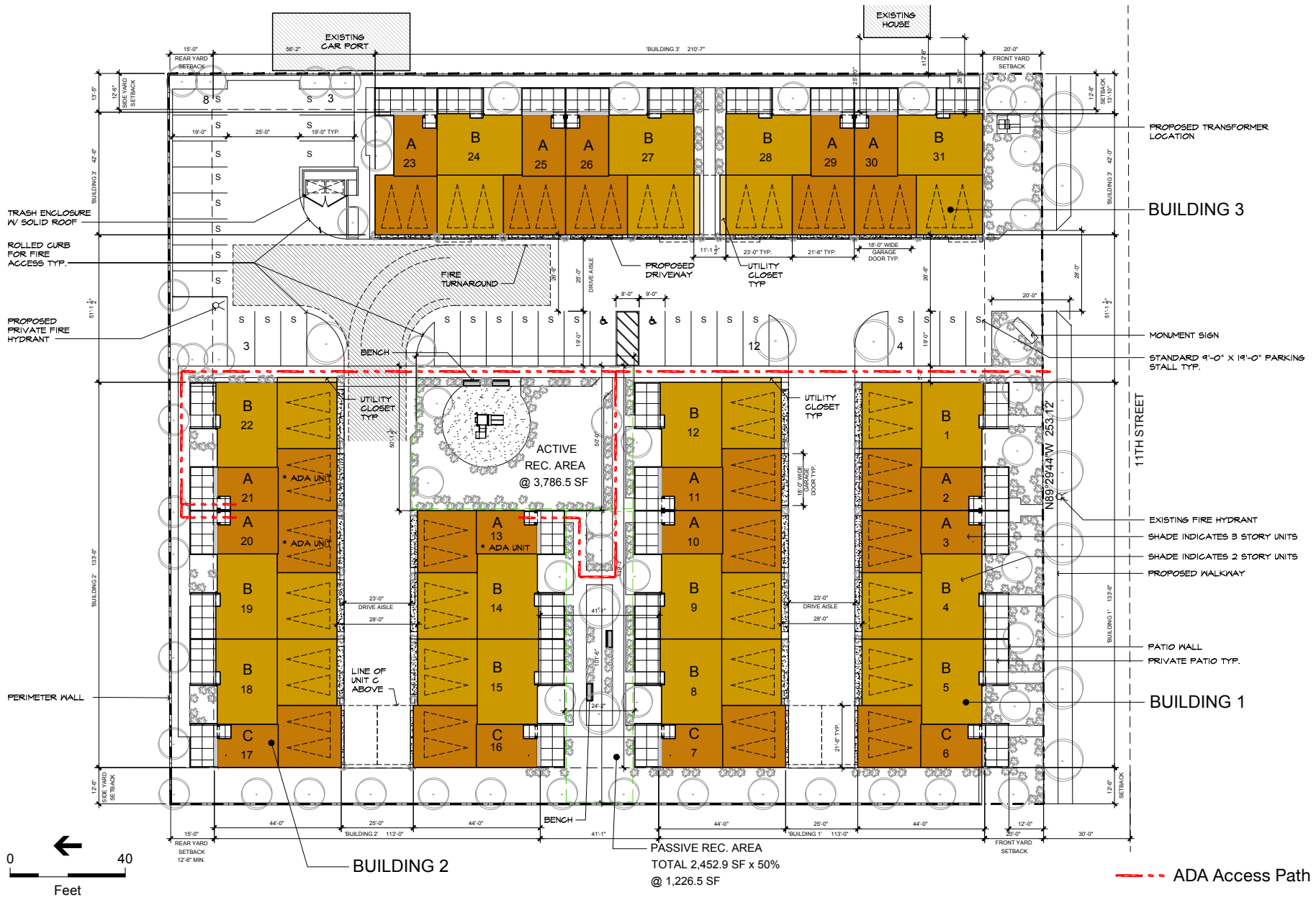
Each of the townhomes would have a 2-car garage, and 30 additional parking spaces would be provided along the driveway area and in between the proposed buildings, for 92 total onsite parking spaces.

The townhome structures would be setback a minimum of 20 feet from 11th Street to provide private patios, open space areas, and walkways that would connect to the existing sidewalk along 11th Street. Each unit would have an approximately 142 square foot private open space patio area. In addition, the project includes a 3,786 square foot central active open space recreation area, 2,453 square feet of passive open space, and approximately 12,000 square feet of landscape areas.

The townhomes would have a Spanish contemporary style (shown in Figures 5 and 6) that would utilize tile roofs, deep brown painted facias and rafter tails, wood trellis, recessed dual glazed windows, white stucco plaster, iron planters and railings, foam corbels, deep brown decorative entry and garage doors, and paseos between buildings.

The project would landscape the site with new ornamental trees, shrubs, and ground covers. New exterior lighting onsite would be provided to accent the landscaping, project signage, light walkways, driveways, and to provide for security. The new lighting would be focused on the project site, shielded from offsite areas, and would be compliant with the City's lighting regulations (GGMC Section 9.12.040.210).

The project would connect to the existing water, sewer, and drainage infrastructure in the 11th Street right-of-way. All storm water runoff from the site would be conveyed to infiltrating vegetated swales and bioretention planters that would drain into the site soils or to a parkway culvert adjacent to 11th Street that would convey flows to the City's existing storm drain system.



9861 11TH STREET GARDEN GROVE

**Figure 4: Conceptual Site Plan**

SOURCE: Withee Malcolm Architects, LLP, 2018





Building 1 South Elevation



Building 2 South Elevation



Building 3 South Elevation





9861 11TH STREET GARDEN GROVE

SOURCE: Withee Malcolm Architects, LLP, 2018

**Figure 6:** Conceptual Massing Model View from 11th Street

### 3.2 PROJECT CONSTRUCTION

Construction activities for the project would occur over 12-13 months in the following stages: (1) demolition and removal of existing structures/asphalt/pavement; (2) grading and excavation; (3) site preparation; which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities/services; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. Construction activities would be limited to the hours between 7:00 a.m. to 10:00 p.m. pursuant to the GGMC Section 8.47.060.

Over excavation is anticipated to extend to a depth of approximately 5 feet below the existing ground surface. The excavated soils would be compacted pursuant to California Building Code (CBC) requirements. Approximately 2,266 cubic yards (cy) of cut material and approximately 500 cy of fill material would be required for project grading. In addition, over excavation and compaction of soils to a depth of 5 feet involves grading approximately 13,888 cy of soil. After applying a shrinkage factor of 7.5 percent and anticipated subsidence of 0.08 feet, the total export quantity is expected to be approximately 333 cy. Approximately 33 truck trips are anticipated to be required to export the excess earthwork material.

### 3.3 GENERAL PLAN LAND USE AND ZONING

The project site is designated for Medium Density Residential (MDR) uses that allows a maximum residential density of 32 dwelling units per acre. In addition, the site is zoned R-3 (Multiple-Family Residential) that allows up to 24 dwelling units per acre. The project would not require a General Plan Amendment or zoning change. City approval of a Planned Unit Development (PUD) would be required with a variance to allow less than the 3-acre minimum lot size that is typically required for residential projects. In addition, the project includes a land subdivision through a Tentative Tract Map (TTM 18169) to subdivide the project site for sale purposes for the proposed 31 townhomes.

### 3.4 DISCRETIONARY APPROVALS

The following discretionary approvals by the City, as Lead Agency, are anticipated to be necessary for implementation of the project:

- Adoption of a Mitigated Negative Declaration (MND)
- Approval of the Planned Unit Development (PUD)
- Approval of a Tentative Tract Map (TTM 18169)
- Approval of the project



## 4 ENVIRONMENTAL CHECKLIST FORM

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporation; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the project.

### 4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) would be potentially affected by this project, involving at least one impact that is a "Less Than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

#### Environmental Factors Potentially Affected

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

### 4.2 DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

*Chris Chung*

Date

1-7-19

Printed Name

Chris Chung



## EVALUATION OF ENVIRONMENTAL IMPACTS

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

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify:
  - (a) the significance criteria or threshold used to evaluate each question; and
  - (b) the mitigation measure identified, if any, to reduce the impact to less than significant.

### 4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**No Impact.** Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City’s General Plan does not identify any scenic vistas within the City, and the project site and surrounding areas are urbanized, have generally flat topography, and do not contain any sensitive scenic vistas. There are also no public parks located on, or adjacent to, the project site. Due to the limited topography and developed land uses in the project area, views are limited to roadway corridors, which generally shows parked cars, sidewalks, landscaping surrounding residential land uses, and utility poles with powerlines.

Development of the 2 and 3-story townhomes on the project site, would be consistent with the height of the Garden Green Apartment Project that will be a 3-story building with a height of 34 feet 9 inches and will be developed adjacent to the west of the side of the project; however, the 3rd story portions of the project would be one story taller than the one and 2-story buildings that are adjacent to the site and along 11th Street. The proposed residential buildings that have a maximum height of 33 feet 6 inches would be setback 20 feet from 11th Street, and views along the road corridor would continue to be of parked cars, landscaped development, and surrounding land uses. The proposed buildings would not project into the street corridor, and corridor

views would not be hindered. Although the buildings would be 2-stories higher than the existing onsite building, and one story taller than some of the surrounding buildings, there are no scenic vistas that would be blocked by the proposed structures. As there are no identified scenic vistas within the vicinity of the site and views of the development around the project site would remain the same, the project would not result in an adverse effect on a scenic vista. No mitigation measures are required.

**b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** The California Department of Transportation's (Caltrans) Landscape Architecture Program administers the Scenic Highway Program contained in the Streets and Highways Code, Sections 260–263. State Highways are classified as either Officially Listed or Eligible. There are no officially designated state scenic highways in the vicinity of the project (Caltrans 2018). The closest State-designated scenic highway is a portion of State Route 91 (SR-91), which is located approximately 13.2 miles from the project site. Therefore, the proposed project does not have the potential to damage resources within a State-designated scenic highway. No mitigation measures are required.

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

**Less than Significant Impact.** The project site is surrounded by developed areas that consist of roadways and residential development that includes 2-story townhomes and apartment buildings. As shown on Figure 3, the project site contains one (33,200 square foot) single-story pitched roof structure that has large HVAC ventilation units on the roof, asphalt parking areas, and landscaping. The building has one central area and 6 wings; 3 of which end and face toward 11th street. The wings are separated by paved and landscaped courtyards. There are no significant visual features or scenic resources within the project site or surrounding area.

As described in the previous response, the site is located adjacent to a single-story residential building to the east, 3-story apartments to be developed to the west, and 2-story residences directly across 11th Street. The visual character of the surrounding residential areas is mixed with older and newer construction and a variety of architectural styles that include an older single-family ranch, modern townhome and apartments, and contemporary/Spanish townhomes.

**Construction.** Construction of the project could impact the visual quality of the project area with construction activities and equipment, but this would be temporary (12-13 months). During construction, the appearance of the project site would be altered by the removal of existing structure, equipment, paving, and landscaping. Construction activities (i.e. site preparation, grading, and the staging of construction equipment and materials) would be publicly visible to pedestrians and motorists on 11th Street. However, the site is bound on 3 sides by 6-foot high walls that screen views of the site and 11th Street is a cul-de-sac that only provides access to Brookhurst Street and Kerry Street. Thus, the number of pedestrians and motorists are limited. In addition, to the extent possible, construction-related activities, materials, waste, and staging would be obscured from public view by installing temporary construction fencing along the 11th Street frontage of the project site. Given the temporary nature of construction activities and the use of construction fencing to reduce potential impacts, visual impacts resulting from construction activities would be less than significant. No mitigation measures are required.

**Operation.** The project would alter the existing views of the site by redeveloping it to provide 2 and 3-story townhomes, driveways, landscaping and open space areas. As described in the Project Description and



shown in Figures 5 and 6, the residential structures would have a Spanish contemporary style. This style includes utilizing tile roofs, deep brown painted facias and rafter tails, wood trellis, recessed dual glazed windows, white stucco plaster, iron planters and railings, foam corbels, deep brown decorative entry and garage doors, and paseos between buildings. The project would provide a consistent landscaping theme throughout the site that includes ornamental trees, shrubs, and ground covers.

Although the 3-story portions of the proposed townhomes would be taller than the adjacent one and 2-story apartment buildings, the project's structures would have varying roof heights, slanted roofs with decorative tile, building and window recesses and projections, and other architectural features that would reduce the visual scale of the proposed structures. Additionally, the proposed structures would be located at a 20-foot minimum setback that would provide foreground views of landscaping, open space, and patio areas from 11th street. The setback would provide a visual buffer between the street and the 2 and 3-story townhomes.

Given the existing visual character of the project site and the proposed decorative architecture, development of the project would alter, but not degrade the existing visual character or quality of the project site and its surroundings. As a result, impacts would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.** The project site is located within a developed urban area. Existing sources of light in the vicinity of the project site includes: street lights, parking lot lighting, building illumination, security lighting, landscape lighting, and lighting from building interiors that pass-through windows. The exterior lighting on the project site includes exterior building mounted lighting and lighting at building entrances.

**Construction.** Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Chapter 8.47, Noise Control. Lighting required during construction of the project would be shielded and directed toward work activity areas and to prevent light encroachment into adjacent residential areas. In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on adjacent uses and street lights. Furthermore, the construction related lighting would be temporary (12-13 months). Therefore, construction of the project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant. No mitigation measures are required.

**Operation.** The project would include the provision of nighttime lighting for security purposes around all of the residential buildings. Implementation of the project could contribute additional sources to the overall ambient nighttime lighting conditions. However, the project is located within an urban area that includes various sources of nighttime lighting and all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with GGMC Section 9.12.040.210 that provides specifications for directing lighting away from adjacent uses and intensity of security lighting. Because the project area is within an already developed area with various sources of existing nighttime lighting, and the project would be required to comply with the City's lighting regulations that would be verified by the City's Building and Safety Division during the permitting process, the lighting increase that would be generated by the project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant. No mitigation measures are required.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. However, the project would not use highly reflective surfaces, or glass sided buildings. Although the residential buildings would contain windows, portions of the windows would be covered by metal awnings, shutters, railings, the windows would be separated by stucco and shutters, which would limit the potential of glare. In addition, as described previously, onsite lighting would be angled down and shielded, which would avoid the potential on onsite lighting to generate glare. In addition, the majority of vehicle parking would be located within garages and areas adjacent to the buildings. The project would not contain large surface parking lots that could generate glare from numerous windshields aligned in one area. Therefore, the project would not generate substantial sources of glare, and impacts would be less than significant. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulation would reduce impacts related to aesthetics.

**Lighting:** As required by the GGMC Section 9.12.040.210, lights provided to illuminate any parking facility or paved area shall be designed with automatic timers (photovoltaic cells), shall be maintained, and shall be operated during all hours of darkness. Exterior lighting shall be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences.

### **Mitigation Measures**

No mitigation measures related to aesthetics are required.

### **References**

California Scenic Highway Mapping System (Caltrans, 2018). Accessed at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)

City of Garden Grove General Plan. Accessed at: <https://ggcity.org/planning/general-plan>

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

<p><b>Potentially Significant Impact</b></p>	<p><b>Less Than Significant with Mitigation Incorporated</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></p>
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**2. AGRICULTURE AND FORESTRY**

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and vicinity is void of agricultural uses. The California Department of Conservation Important Farmland mapping identifies the project site as Urban and Built-Up land (CDC 2018). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the project or converted to a non-agricultural use. Thus, no impact would occur, and no mitigation measures are required.

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

**No Impact.** As described in the previous response, the project area is void of any agricultural uses. The project site is zoned for Medium Density Residential (MDR) uses and is surrounded by areas zoned for residential uses. No agricultural zoning is located in the vicinity of the project area and no parcels within the project vicinity have Williamson Act contracts (DLRP 2018). Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no impact would occur, and no mitigation measures are required.

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

**No Impact.** The project site is developed for urban uses and located in an area that is completely developed for urban uses. The project site and vicinity is void of forest land or timberland. In addition, the project site is zoned for medium density residential uses and surrounded by areas zoned for residential uses. Therefore, the project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no impact would occur, and no mitigation measures are required.

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

**No Impact.** As described in the previous response, the project area is void of any forest land or land zoned for forest uses. Thus, the project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur, and no mitigation measures are required.

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

**No Impact.** As described in the previous responses, the project area does not include and is not near any farmland or forest land or land zoned for either farm or forest uses. No other changes to the existing environment would occur from implementation of the project that could result in conversion of farmland to nonagricultural use or forest land to non-forest use. Thus, no impact would occur, and no mitigation measures are required.



### **Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to agriculture and forestry that are applicable to the project.

### **Mitigation Measures**

No mitigation measures related to agriculture and forestry are required.

### **References**

California Department of Conservation Important Farmland Finder (DCD 2018). Accessed at: <https://maps.conservation.ca.gov/dlrp/ciff/>

California Department of Conservation Division of Land Resource Protection Williamson Act Maps (DLRP 2018). Accessed at: [http://www.conservation.ca.gov/dlrp/Pages/qh\\_maps.aspx](http://www.conservation.ca.gov/dlrp/Pages/qh_maps.aspx)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Focused Air Quality and Greenhouse Memorandum prepared by Urban Crossroads, 2018 (AQ/GHG 2018), which is included as Appendix A.

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

**Less than Significant Impact.** The City is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) that monitors the Basin for pollutants and is responsible for regulating and controlling emissions. The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. The most recent AQMP (the 2016 AQMP) was adopted by the SCAQMD Governing Board in March 2017, and includes scientific and technological data, planning assumptions, and updated emission inventory methodologies.

Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because

SCAG’s regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG’s regional forecast projections, and thus also with the AQMP growth projections. The project would construct 31 residential townhomes in consistency with the existing General Plan Land Use designation of Medium Density Residential (MDR). The MDR designation allows a density of up to 32 dwelling units per acre. The project would result in 17.6 units per acre, which is below the maximum of 32 units per acre that the SCAG growth projections are based upon. As a result, the project would not exceed SCAG’s growth projections, and therefore, is consistent with the AQMP.

In addition, emissions generated by construction and operation of the project would not exceed thresholds, as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the emissions thresholds it would not conflict with SCAQMD’s goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the project would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.** The analysis methodologies from the SCAQMD *CEQA Air Quality Handbook* are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1. Should construction or operation of the project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

**Table AQ-1: SCAQMD Regional Air Quality Significance Thresholds**

Pollutant	Mass Daily Thresholds (lbs/day)	
	Construction	Operations
Oxides of Nitrogen (NO <sub>x</sub> )	100	55
Reactive Organic Gases (ROG)	75	55
Respirable Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
Oxides of Sulfur (SO <sub>x</sub> )	150	150
Carbon Monoxide (CO)	550	550
Lead <sup>a</sup>	3	3
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

Source: AQ/GHG 2018.

**Less than Significant Impact.**

**Construction.** Project construction activities would generate pollutant emissions from: (1) demolition and removal of existing structures/asphalt/pavement; (2) site preparation, grading, and excavation; (3) construction workers traveling to and from the site; (4) delivery and hauling of construction supplies to, and debris from, the site; (5) fuel combustion by onsite construction equipment; (6) building construction; application of architectural coatings; and paving.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 requirements that include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches. In addition, implementation of SCAQMD Rule 1113 governs the VOC content in architectural coating, paint, thinners, and solvents, was accounted for in the construction emissions modeling.

The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring and was determined by the Air Quality and Greenhouse Gas Memorandum, which is included as Appendix A, based upon CalEEMod v2016.3.2 modeling. Table AQ-2 shows that construction emissions generated by the project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact. No mitigation measures are required.

**Table AQ-2: Peak-Day Regional Construction Emissions (lbs/day)**

Construction Phase	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019 Construction	2.61	25.74	16.08	0.03	3.63	2.24
2020 Construction	14.75	29.15	28.21	0.05	2.04	1.63
<b>SCAQMD Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceed thresholds?	No	No	No	No	No	No

Source: AQ/GHG 2018.

**Operation.** The project site is currently developed with an Intermediate Care Facility that generates long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, in addition to operational vehicle emissions.

The project would redevelop the site with 31 residential townhomes, which would generate similar types of long-term stationary source emissions from mechanical equipment such as HVAC systems. The existing building onsite was developed in 1969 and the building systems, such as insulation, window and door construction, and HVAC operations, are aged. The project would install CALGreen/Title 24 compliant insulation, windows, doors, appliances, HVAC systems, and other such infrastructure that would be ensured to meet current state requirements through the City's building permitting processes, which would provide for energy efficient infrastructure, and limited air quality emissions.

In addition, a majority of emissions from both the existing Intermediate Care Facility and the proposed townhomes is generated from vehicular emissions. The Trip Generation and Parking Analysis (Appendix G) prepared for the project details that operation of the 31 townhomes would reduce vehicular trips by 5 trips during both the a.m. and p.m. peak hours, and by 23 daily trips in comparison to the existing Intermediate Care Facility. Therefore, the project would result in reduced vehicular air quality emissions as compared to the existing land use; and would not result in an exceedance of the emissions thresholds. Therefore, the project's operational emissions would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.** The SCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. SCAQMD's cumulative air quality impact methodology states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>) that exceed the SCAQMD's daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (SCAQMD 2003).

As shown, in Table AQ-2 and described, construction and operation of the project would not exceed SCAQMD's applicable thresholds. Therefore, impacts related to a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.**

**Local Significance Thresholds.** According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, and similar facilities. SCAQMD has developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 17, Garden Grove.

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5-acres daily. The project site is 1.7 acres, and thus would have a disturbance of less than 5-acres daily. SCAQMD only provides LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet from the emissions source. The closest sensitive receptor is single-family residence that is located within 82 feet of the project site. Thus, LSTs for a 5-acre site in SRA 17, Garden Grove, at a distance of 82 feet from a sensitive receptor identify the project's localized air quality impacts. As shown in Table AQ-3, project construction would not generate emissions in excess of the SCAQMD's localized significance thresholds. Thus, local impacts from criteria pollutants generated during construction would be less than significant. No mitigation measures are required.



**Table AQ-3: Maximum Daily Localized Construction Emissions (lbs/day)**

<b>Onsite Demolition Emissions</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Maximum Daily Emissions	22.68	14.89	2.14	1.33
<b>SCAQMD Localized Threshold</b>	<b>81</b>	<b>647</b>	<b>4</b>	<b>3</b>
Threshold Exceeded?	No	No	No	No
<b>Onsite Grading Emissions</b>				
Maximum Daily Emissions	20.99	8.42	3.46	2.19
<b>SCAQMD Localized Threshold</b>	<b>81</b>	<b>647</b>	<b>4</b>	<b>3</b>
Threshold Exceeded?	No	No	No	No
<b>Onsite Site Preparation Emissions<sup>1</sup></b>				
Maximum Daily Emissions	20.99	8.42	3.51	2.19
<b>SCAQMD Localized Threshold</b>	<b>81</b>	<b>647</b>	<b>4</b>	<b>3</b>
Threshold Exceeded?	No	No	No	No

Source: AQ/GHG 2018.

<sup>1</sup> Site preparation is a CalEEMod identified separate phase of construction and includes clearing any remaining infrastructure, utilities, and trenching for the new utilities/services.

**CO Hotspots.** A CO hot spot is a localized concentration of CO that generated by vehicular traffic at an intersection that is above the state or national 1-hour or 8-hour CO ambient air standards. As described previously and by the Trip Generation and Parking Analysis (Appendix G) that was prepared for the project, the project would reduce vehicular trips related to the project site by 5 trips during both the a.m. and p.m. peak hours, and by 23 daily trips in comparison to the existing Intermediate Care Facility. Therefore, the project would result in reduced vehicular air quality emissions than the existing land use and would not generate an impact related to CO concentrations that could result in a hotspot. Thus, impacts would be less than significant. No mitigation measures are required.

**Toxic Air Contaminants.** Construction activities would result in short-term (12-13 months) emissions of diesel exhaust from off-road, heavy-duty diesel equipment, which is identified by CARB as a Toxic Air Contaminant (TAC). According to the Office of Environmental Health Hazard Assessment, Health Risk Assessments (HRAs), which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure. Because construction of the project would be temporary, and the use of heavy-duty diesel equipment during construction would be intermittent, construction-related emissions from the project would not expose sensitive receptors to substantial emissions of TACs. As described in the previous responses, the emissions related to construction of the project would be less than significant.

Typical operational sources of TACs involve land uses such as: chrome platers, refineries, warehouses, rail yards, high volume roadways and freeways, ports, gasoline dispensing facilities, and dry-cleaning facilities using perchloroethylene. The residential project would not include any of these TAC sources; and minimal emissions may result from the use of some types of residentially used consumer products (e.g. solvents). Therefore, the project's residential uses would not generate substantial sources of TACs and impacts would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The

project would implement residential development within the project area. Residential uses do not involve the types of activities that would emit objectionable odors affecting a substantial number of people.

In addition, odors generated by new and existing non-residential land uses are required to be in compliance with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from diesel equipment, use of volatile organic compounds from architectural coatings, and paving activities may generate some nuisance odors. However, these odors would be temporary (12-13 months) and are not expected to affect a substantial number of people. Therefore, impacts relating to both operational and construction activity odors would be less than significant. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulations are incorporated into the project and would reduce impacts related to air quality.

**SCAQMD Rule 403 – Fugitive Dust:** All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least 3 times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least 3 times a day, preferably in the mid-morning, afternoon, and after work is done for the day. The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

**SCAQMD Rule 1113 – Architectural Coatings:** No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

**SCAQMD Rule 402 – Nuisance:** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

### **Mitigation Measures**

No mitigation measures related to air quality are required.

## **References**

AQMD Attainment Status for South Coast Air Basin. Accessed at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caoqs-feb2016.pdf>

AQMD Rule 402. Nuisance. Accessed at: [www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf](http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf)

Focused Air Quality and Greenhouse Memorandum (AQ/GHG 2018), prepared by Urban Crossroads, 2018.

South Coast AQMD Final 2016 AQMP. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

South Coast AQMD White Paper on Regulatory Options for addressing Cumulative impacts from Air Pollution Emissions, Appendix D. page D-3. (SCAQMD 2003). Accessed at: <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**4. BIOLOGICAL RESOURCES:** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** The City’s General Plan Conservation Element describes on page 10-3 that biological resources are almost nonexistent in the City due to the urban nature of the City and surrounding areas. Consistent with this, the project site is developed with a large building that is surrounded by paved surfaces and small areas of ornamental landscaping that include grass lawn, 4 small trees, and shrubs. In addition, the project site is

located within an urbanized area that is surrounded by residential buildings, parking lots, and roadways. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) are known to occur on the site or adjacent area.

The project would redevelop the project site and provide new landscaping that would include a variety of ornamental trees, shrubs, and groundcover. As no sensitive species or habitats are located within the site or surrounding areas, implementation of the project would not result in an adverse effect, either directly or through habitat modifications, on any sensitive species, and impacts would not occur. No mitigation measures are required.

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

**No Impact.** Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the previous response, the project site is within an urban area, developed, and does not contain any natural habitats, including riparian habitat or sensitive natural community. Additionally, the project site is bound by developed areas that include buildings, pavement, roadways, and interspersed areas of ornamental landscaping that do not contain sensitive natural habitat areas. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from project implementation, and no mitigation would be required.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site and adjacent areas are located within a developed urban area and do not contain natural wetlands. Therefore, the project would not result in impacts to wetlands. No mitigation measures are required.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less than Significant with Mitigation Incorporated.** Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats, provide avenues for wildlife dispersal, migration, and contact between other populations. The project site is not located within a designated wildlife corridor or linkage. The project site is completely developed and does not provide function for wildlife movement. Additionally, the surrounding area is developed and urban. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the project would not result in impacts related to wildlife movement or wildlife corridors.

However, the project area contains 4 small ornamental trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibits disturbing or destroying active nests. Therefore, Mitigation Measure BIO-1 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of Mitigation Measure BIO-1, potential impacts to nesting birds would be less than significant.

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

**No Impact.** There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. Trees in the public right-of-way in the City are protected under Chapter 11.32 of the GGMC, which regulates the planting, maintenance, and removal of trees in public locations in the City. The project site contains 4 existing ornamental trees that are on private property and not subject to the City ordinance. Therefore, implementation of the project would not conflict with local policies or ordinances protecting trees and no impact would occur. No mitigation measures are required.

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

**No Impact.** The project site is developed and in an urban area. The project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in impacts to biological habitat plans. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515 as implemented through Mitigation Measure BIO-1.

### **Mitigation Measure**

**Mitigation Measure BIO-1: Migratory Bird Treaty Act.** In the event that vegetation and tree removal activities occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as



much as 500 ft for raptors and 300 ft for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Prior to commencement of grading activities and issuance of any building permits, the City Community and Economic Development Director, or designee, shall verify that all project grading and construction plans are consistent with the requirements stated above, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.

## **References**

City of Garden Grove General Plan. Accessed at: <https://ggcity.org/planning/general-plan>

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Accessed at: <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**5. CULTURAL RESOURCES.** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**No Impact.** The project site does not contain any historical resources. CEQA defines a historical resource as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

The California Register defines a “historical resource” as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

There are no documented historic resources on or within the vicinity of the project site. As described in the Phase I Environmental Site Assessment that was prepared for the project site (Phase I 2018), the project site was used for residential and agricultural uses between 1938 and 1967. Then in 1967 the existing building was developed. Although the existing building was constructed 51 years ago, which is of historic era (50 years of age or greater), the building has been modified with a new composite shingled roof and large HVAC ventilation systems that exist both on the roof and adjacent to the building. The interior of the building has

been modified to meet the changing needs of the medical facility and regulations related to ADA access. The project site is not listed in any register of resources and does not meet the CEQA criteria related to a historic resource. Additionally, the site is not associated with events, persons, or architecture that would meet the California Register criteria of a historic resource. Therefore, the project would not result in impacts to historic resources, and no mitigation is required.

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

**Less than Significant with Mitigation Incorporated.**

**Construction.** The project site has been disturbed by previous agricultural and development activities that includes excavation to depths for installation and removal of the utility lines from previous structures in the southwestern portion of the site, and the development of the existing Intermediate Care Facility. In addition, the Geotechnical and Infiltration Evaluation describes that fill soil was encountered in all of the borings to 3 to 4 feet below grade. The fill consisted of brown to gray, moist, loose silty sand with lesser amounts of sandy silt. It is likely that the fill soils are native soils that were excavated and recompacted because the younger alluvium that lies under the fill consists of similar silty sand, poorly graded sand, sandy silt, and clayey silt which were brown to grayish brown in color (Geo 2018). As a result of the previous onsite soils disturbance, there is reduced potential for the project to impact prehistoric resources. However, the project would excavate and recompact soils up to 5-feet below grade into one foot of previously undisturbed soils and undiscovered resources could exist in the previously excavated and compacted fill soils.

Therefore, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the unlikely event that potential archaeological resources are discovered during grading, excavation, or construction activities. Mitigation Measure CUL-1 requires that work in the vicinity of a find be halted until the find can be assessed for significance by a qualified archaeologist to determine the appropriate treatment and documentation of the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)). Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

**Operation.** At the completion of project construction, the project would not result in further disturbance of native soils on the project site. Therefore, operation of the project would not result in a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines. No mitigation would be required.

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

**Less than Significant Impact with Mitigation Incorporated.**

**Construction.** As described in the previous response, soils beneath the project site consist of 3 to 4 feet of fill over younger alluvium (Geo 2018). Young alluvial soils have a low paleontological sensitivity rating due to their relatively recent age (Eisentraut and Cooper 2002). The project involves grading and excavation to depths of approximately 5 feet below the ground surface. Because the soils that would be excavated and recompacted as part of project construction have a low paleontological sensitivity rating, no resources are anticipated to be unearthed.

However, Mitigation Measure CUL-2 has been included to provide procedures to be followed in the unlikely

event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure CUL-2 requires that work shall cease within 50 feet of a find until a qualified paleontologist has evaluated the find in accordance with federal and state regulations. Mitigation Measure CUL-2 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

**Operation.** At the completion of project construction, the project would not result in further disturbance of native soils on the project site. Therefore, operation of the project would not result in a substantial adverse change in the significance of a unique paleontological resource or site or unique geologic feature. No mitigation would be required.

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

**Less than Significant Impact.** The project site has been extensively disturbed, as described above, and has not been previously used as a cemetery. Thus, impacts related to human remains are less than significant. However, in the unanticipated event that human remains are found during project construction activities compliance with California Health and Safety Code Section 7050.5. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site, the County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will make a determination as to the Most Likely Descendent. Compliance with the existing California Health and Safety Code regulations, will ensure impacts related to potential disturbance of human remains are less than significant. No mitigation would be required.

**Existing Regulations that Reduce Potential Impacts**

The following existing regulation would reduce impacts related to cultural resources.

**Human Remains:** Should human remains be discovered during project construction, the project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

**Mitigation Measures**

**Mitigation Measure CUL-1:** Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). Prior to

commencement of grading activities, the Director of the City of Garden Grove Community and Economic Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified above.

**Mitigation Measure CUL-2:** Construction plans and specifications shall state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities. Prior to commencement of grading activities, the Director of the City Community and Economic Development Department, or designee, shall verify that all project grading and construction plans specify federal, state, and local requirements related to the unanticipated discovery of paleontological resources as stated above.

### **References**

Eisentraut, P. and J. Cooper 2002. (Eisentraut and Cooper 2002). Development of a Model Curation Program for Orange County's Archaeological and Paleontological Collections. Prepared by California State University, Fullerton and submitted to the County of Orange Public Facilities and Resources Department/Harbors, Parks and Beaches (PFRD/HPB).

Geotechnical and Infiltration Evaluation, prepared by Geotek (Geo 2018).

Phase I Environmental Site Assessment, prepared by Black Rock Geosciences, 2018 (Phase I 2018).

United States Department of the Interior, National Register of Historic Places. Accessed: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>

Office of Historic Preservation, California Historical Resources. Accessed: <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=30>

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**6. GEOLOGY AND SOILS.** Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Geotechnical and Infiltration Evaluation prepared by Geotek, 2018 (Geo 2018), which is included as Appendix B.

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



- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**No Impact.** The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. As described by the Geotechnical and Infiltration Evaluation prepared for the project, there are no known active faults traversing the site. The closest active fault is the Newport-Inglewood Fault that is located 5.8 miles to the southwest (Geo 2018). Thus, the project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map, and impacts would not occur. No mitigation measures are required.

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

- ii. **Strong seismic ground shaking?**

**Less than Significant Impact.** As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. As described in the previous response, the closest active fault is the Newport-Inglewood Fault Zone that is approximately 5.8 miles to the southwest of the project site (Geo 2018). Movement along this fault, or other regional faults could result in seismic ground shaking on the project site. The amount of motion expected at the project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter.

However, structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), as included in the GGMC in Title 18 Building Codes and Regulations, which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls and site demolition. The Geotechnical and Infiltration Evaluation (Geo 2018) prepared for the project site provides CBC seismic structural design criteria that are specific to the onsite soils and potential seismic ground shaking that includes: excavation, re-compaction, and foundation systems.

Because the project would be required to be constructed in compliance with the CBC and the GGMC, which would be verified through the City's plan check and permitting process, the project would result in a less than significant impact related to strong seismic ground shaking. No mitigation measures are required.

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

- iii. **Seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water

are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

The onsite borings identified groundwater at 12.5 feet below the ground surface and the Geotechnical and Infiltration Evaluation describes that USGS mapping shows groundwater to be about 5 feet below ground surface and identifies that the site is within an area with potential for liquefaction (Geo 2018).

The Geotechnical and Infiltration Evaluation included an analysis of the potential effects related to liquefaction, which identified that the presence of various layers of loose to medium dense sands, silty sands, and silts that are onsite would be prone to liquefaction and onsite settlement of soils that could affect the proposed structures. In order to reduce the potential liquefaction related settlement, the Geotechnical and Infiltration Evaluation requires that project construction include removal and re-compaction of the upper 5 feet of the site soils and utilization of post-tensioned slabs or equivalent foundation systems in compliance with the CBC, which would reduce the potential of liquefaction related settlement to a less than significant level. As described in the previous response, the project would be required to be constructed in compliance with the CBC and the GGMC, which would be verified through the City's plan check and permitting process. Thus, the project would be required to implement re-compaction of soils and foundation systems in compliance with the CBC, and potential impacts related to liquefaction would be reduced to a less than significant level. No mitigation measures are required.

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

**iv. Landslides?**

**No Impact.** Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the project site is located in a flat developed urban area that does not contain or is adjacent to large slopes, and the project would not generate large slopes. Furthermore, the Geotechnical and Infiltration Evaluation (Geo 2018) prepared for the project site state that the project site is not at risk for earthquake induced landslides. As a result, implementation of the project would not expose people or structures to substantial adverse effects involving landslides, and impacts related to landslides would not occur. No mitigation measures are required.

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

**Less than Significant Impact.** The project site is largely impervious, as it is generally covered by pavement or the building structure. However, small areas of landscaping exist within the parking area, along the site boundary, and adjacent to the existing building. During construction, the project would redevelop the site for multi-family residential uses, which would include areas of landscaping that would surround the proposed structures and be located along the site boundary, similar to the areas of landscaping that currently exist. The new paved areas and landscaping from the project would not result in soil erosion or the loss of topsoil.

In addition, Section 6.40.050 of the GGMC states that all new development and significant reconstruction within the City, such as the project, shall be undertaken in accordance with the County Drainage Area Management Plan (DAMP). The DAMP requires construction sites implement control practices that address

erosion and sedimentation (DAMP Section 8.0). Additionally, the Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity requires implementation of a Storm Water Pollution Prevention Plan (SWPPP), by a Qualified SWPPP Developer. The SWPPP is required to be consistent with the County DAMP, address site-specific conditions related to sources of sediment, and implement erosion control and sediment control BMPs to reduce or eliminate sediment during construction. Adherence to a City approved SWPPP, which would be verified prior to the issuance of a demolition or grading permit would ensure that potential erosion associated with construction activities would be minimized, and impacts would be less than significant. No mitigation measures are required.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less than Significant Impact.** Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the project site is located in a flat developed urban area that does not contain or adjacent to large slopes, and the project would not generate large slopes. Therefore, impacts related to landslides would not occur. In addition, the Geotechnical and Infiltration Evaluation states that due to the flat topography of the site and surrounding areas, the potential for lateral spreads is considered nil (Geo 2018).

Also, as described in Response a) iii., the Geotechnical and Infiltration Evaluation identified that the site is within a potential liquefaction area and that settlement of soils and subsidence of up to 0.1-foot could occur. Therefore, construction would include removal and re-compaction of the upper 5 feet of the site soils and utilization of post-tensioned slabs or equivalent foundation systems in compliance with the CBC, which would reduce the potential of liquefaction, settlement, and subsidence to a less than significant level. As described previously, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. Thus, the project would be required to implement re-compaction of soils and foundation systems in compliance with the CBC, and potential impacts related to liquefaction, settlement, and subsidence would be reduced to a less than significant level. No mitigation measures are required.

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

**Less than Significant Impact.** Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture. As described above, the project site soils consist of 3 to 4 feet of artificial fill over alluvium soils. The alluvium consists of alternating layers of silty sand, poorly graded sand, sandy silt, and clayey silt which were brown to grayish brown in color, moist to wet and medium dense/stiff, which were determined to have a very low expansion potential (Geo 2018).

In addition, as described in the previous response, the project would be required to be constructed in compliance with the CBC and the City's Municipal Code, that require appropriate back fill, compaction of soils, and foundation design to ensure stable soils, which would be verified through the City's permitting process. Thus, impacts related to expansive soils would be less than significant. No mitigation measures are

required.

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

**No Impact.** The project does not include construction of septic tanks or connections to septic systems or alternative wastewater disposal systems. The project site is currently connected to the City's sewer system, and the project would also connect to existing sewers and would not use septic tanks or alternative wastewater disposal systems. As a result, impacts related to septic tanks or alternative waste water disposal systems would not occur from implementation of the project. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulations would reduce impacts related to geology and soils.

**California Building Code:** The project is required to comply with the California Building Code as included in the City's Municipal Code Section 9.12.040.210 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of project approval.

**SWPPP:** Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) in accordance with the County Drainage Area Management Plan (DAMP). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other DAMP requirements to comply with the National Pollutant Discharge Elimination System (NPDES) regulations to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Garden Grove staff or its designee to confirm compliance.

### **Mitigation Measures**

No mitigation measures related to geology and soils are required.

### **References**

California Geological Survey Seismic Hazard Zones Orange Quadrangle map (USGS 2015). Accessed: [https://prd-tnm.s3.amazonaws.com/StagedProducts/Maps/USTopo/PDF/CA/CA\\_Anahaim\\_20150310\\_TM\\_geo.pdf](https://prd-tnm.s3.amazonaws.com/StagedProducts/Maps/USTopo/PDF/CA/CA_Anahaim_20150310_TM_geo.pdf)

City of Garden Grove Municipal Code. Accessed: <https://www.qcode.us/codes/gardengrove/>

Orange County Drainage Area Management Plan. Accessed: <http://www.ocwatersheds.com/documents/damp>

Geotechnical and Infiltration Evaluation, prepared by Geotek (Geo 2018).

Phase I Environmental Site Assessment, prepared by Black Rock Geosciences, 2018 (Phase I 2018).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**7. GREENHOUSE GAS EMISSIONS.**

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Focused Air Quality and Greenhouse Memorandum prepared by Urban Crossroads, 2018 (AQ/GHG 2018), which is included as Appendix A.

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

**Less than Significant Impact.** Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. GCC is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The principal GHGs of concern contributing to the greenhouse effect are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from residential projects are related to vehicle trips.

The City has not established local CEQA significance thresholds for GHG emissions; however, the SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent of emissions from residential or commercial development, which is 3,000 metric tons carbon dioxide equivalent (MTCO<sub>2e</sub>) per year (SCAQMD 2008). This approach is widely used by cities in the South Coast Air Basin, including the City of Garden Grove. As such, this threshold is utilized herein to determine if GHG emissions from this project would be significant.

**Construction.** During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. As shown on Table GHG-1, the project has the potential to generate a total of

approximately 13.94 MTCO<sub>2</sub>e per year from construction emissions amortized over 30 years per SCAQMD methodology. As such, construction of the project would not exceed the threshold of 3,000 MTCO<sub>2</sub>e and would result in a less than significant impact related to GHG emissions. No mitigation measures are required.

**Table GHG-1: Construction Greenhouse Gas Emissions (metric tons per year)**

Annual construction-related emissions amortized over 30 years	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
	13.87	0.00	0.00	13.94
Total CO <sub>2</sub> E (All Sources)				13.94
<b>SCAQMD Threshold</b>				<b>3,000</b>
Threshold Exceeded?				No

Source: AQ/GHG 2018.

**Operation.** During operations, the project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Natural gas use results in the emission of 2 GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

The large majority of GHG emissions generated from the project would be from vehicle trips. However, the Trip Generation and Parking Analysis (Appendix G) prepared for the project details that operation of the 31 townhomes would reduce traffic by 23 daily trips in comparison to the existing Intermediate Care Facility. Therefore, the project would result in reduced vehicular GHG emissions in comparison to the existing land use.

In addition, the existing building onsite was developed in 1969 and the building systems, such as insulation, window and door construction, and HVAC operations, are aged and operate continuously due to the 24-hour medical uses onsite. The project would install CALGreen/Title 24 compliant insulation, appliances, HVAC systems, and other such infrastructure that would be ensured to meet state requirements through the City's building permitting processes, which would provide for energy efficient infrastructure and limited GHG emissions. In addition, the energy needs of the townhomes would vary, and be reduced when residents are not at home using more power, in comparison to the existing facility that requires constant energy for medical needs. Overall, the project's operational emissions would be reduced in comparison to the existing land uses, would not exceed the SCAQMD threshold, and would be less than significant. No mitigation measures are required.

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

**No Impact.** The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the project would not exceed thresholds related to GHG emissions. In addition, the project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The project would develop residential uses that would not conflict with fuel and car standards or cap-and-trade.



- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The project would develop residential uses that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) residences and commercial buildings. The project is required to comply with Title 24, which would be verified by the City during the project permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicles trips generated by the project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the project permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the project would reduce traffic by 23 daily trips in comparison to the existing Intermediate Care Facility.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions within its jurisdictional boundaries, and as described in the previous response, emissions would not exceed the thresholds. Therefore, implementation of the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Thus, impacts would not occur, and no mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

See (b) above for applicable regulations.

### **Mitigation Measures**

No mitigation measures related to greenhouse gas emissions are required.

### **References**

Focused Air Quality and Greenhouse Gas Memorandum (AQ/GHG 2018), prepared by Urban Crossroads, 2018.

South Coast Air Quality Management District Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds (SCAQMD 2008). Accessed: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**8. HAZARDS AND HAZARDOUS**

**MATERIALS.** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Black Rock GeoSciences, 2018 (Phase I 2018), which is included as Appendix C.

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

**Less than Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

**Construction.** The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, the routine transport, use or disposal of hazardous materials during construction activities of the project would be less than significant. No mitigation measures are required.

**Operation.** Operation of the project includes activities related to the residential uses, which involve use hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities within the project area. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the project. Therefore, the project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant. No mitigation measures are required.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less than Significant Impact.**

**Asbestos-Containing Materials**

The use of asbestos-containing materials (a known carcinogen) and lead paint (a known toxin) was common in building construction prior to 1978 (the use of asbestos-containing materials in concrete products was common through the 1950s). Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the project area by the SCAQMD. SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities.

Based on the age of the onsite structure, it is possible that asbestos-containing building materials are present in the existing structures on the project site. As a result, asbestos surveys and abatement would be required prior to demolition or renovation of the existing building pursuant to the existing SCAQMD, Cal/OSHA, and Section 19827.5 of the California Health and Safety Code requirements.

SCAQMD Rule 1403 requires notification of the SCAQMD prior to commencing any demolition or renovation activities that involve asbestos containing materials. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an onsite representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of asbestos-containing materials. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with asbestos-containing materials. With compliance with AQMD Rule 1403, potential impacts related to asbestos being released into the environment would be less than significant. No mitigation measures are required.

### **Lead Based Paint**

Based on the age of the onsite structure, it is possible that lead-based paint may be present in the existing structures on the project site. Pursuant to existing regulations, a lead-based paint survey shall be completed prior to any activities with the potential to disturb suspected lead based painted surfaces. The regulations specify actions to manage and control exposure to lead-based paint (per the Code of Federal Regulations Title 29, Section 1926.62 and California Code of Regulations Title 8 Section 1532.1) that cover the demolition, removal, cleanup, transportation, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring and compliance to ensure the safety of construction workers exposed to lead-based materials. In addition, Cal/OSHA's Lead in Construction Standard requires the project to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. With compliance to the Cal/OSHA requirements, potential impacts related to lead-based paint being released into the environment would be less than significant. No mitigation measures are required.

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

**Less than Significant Impact.** The closest existing school to the project site is the Hill Elementary School, which is located approximately 0.15 mile away from the project site at 9681 11th Street. As described in response a), construction and operation of the project would involve the use, storage and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near the school. In addition, the proposed residential uses would not involve the use or handling of acutely hazardous materials.

Furthermore, the emissions that would be generated from construction and operation of the project were evaluated in the air quality analysis presented in Section 3, and the emissions generated from the project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the project would not emit hazardous or handle acutely hazardous materials, substances, or waste near the school, and impacts would be less than significant. No mitigation measures are required.

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

**No Impact.** The Phase I Environmental Site Assessment did not identify the project site or any properties in the nearby area as included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Phase I 2018). In addition, a search of the California Department of Toxic Substances Control EnviroStor database did not identify the project site or any area within the project vicinity as a hazardous materials site. Thus, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the project. No mitigation measures are required.

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

**No Impact.** The project site is not located within an airport land use plan or within 2 miles of an airport. The closest air facility to the project is the Los Alamitos Joint Forces Training Base, located approximately 5.25 miles northwest of the project site. The closest public airport to the project site is John Wayne Airport, which is located over 7 miles to the southeast of the project site. In addition, the Fullerton Municipal Airport is located approximately 8 miles to the north of the site. Therefore, the project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur. No mitigation measures are required.

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

**No Impact.** There are no private airstrips or airports in the vicinity of the project site. As a result, the project would not affect or be affected by aviation activities associated with private airstrips or airports. No mitigation measures are required.

**g) Impair implementation of an adopted emergency response plan or emergency evacuation plan?**

**Less than Significant Impact.** The project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Construction.** Short-term construction activities would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. In addition, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. Any temporary lane closures needed for utility connections to 11th Street or driveway access construction would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual (Caltrans 2014), as incorporated into a Traffic Management Plan for the project that is required for receipt of

construction permits. The required Traffic Management Plan would ensure that substantial traffic queuing along 11th Street would not occur and that all construction equipment would be staged on site. Among other things, the manual recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained.

**Operation.** Direct access to the project site is would be provided from 11th Street by a 25-foot wide driveway. In addition, a fire engine turn-around area is to be provided in the northeastern portion of the project site. The project is required to provide internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform to the Garden Grove Fire Department standards. The Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included as Municipal Code Chapter 18.32. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

**h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. The project site is located within an urban developed area and is not located near vegetated open space or within an identified wildland fire hazard area per CalFire Fire hazard mapping and is not an area where residences are intermixed with wildlands. In addition, implementation of the project would be required to adhere to the following chapters of the City's Municipal Code to reduce potential fire hazards: Chapter 18.12 Building Code, Chapter 18.20 California Mechanical Code, and Chapter 18.32 Fire Code. Additionally, the project would comply with guidelines from the Garden Grove Fire Department related to fire prevention and is subject to approval by the City's Building Division. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death from wildfires. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulations would reduce impacts related to hazards and hazardous materials.

**Asbestos Containing Materials:** Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building and Safety Department that an asbestos survey has been conducted pursuant to SCAQMD Rule 1403. If asbestos is found, the project applicant shall follow all procedural requirements and regulations of SCAQMD Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

**Lead Based Paint:** Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building and Safety Department that a lead-based paint survey has been conducted. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts



and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

### **Mitigation Measures**

No mitigation measures related to hazards and hazardous materials are required.

### **References**

California Department of Toxic Substances Control EnviroStor database (EnviroStor 2018). Accessed: <https://www.envirostor.dtsc.ca.gov/public/>

CalFire High Fire Hazard Severity Zone Map for Orange County. Accessed: [http://frap.fire.ca.gov/webdata/maps/orange/fhszl\\_map.30.pdf](http://frap.fire.ca.gov/webdata/maps/orange/fhszl_map.30.pdf)

Phase I Environmental Site Assessment, prepared by Black Rock Geosciences, 2018 (Phase I 2018).

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**9. HYDROLOGY AND WATER QUALITY.**

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?

The discussion below is based on the Preliminary Hydrology Calculations and the Preliminary Water Quality Management Plan. Prepared by CA Engineering, Inc, which are included as Appendix D and E.

**a) Violate any water quality standards or waste discharge requirements?**

**Less than Significant Impact.** Section 6.40.050 of the GGMC states that all new development and significant redevelopment within the City shall be undertaken in accordance with the County Drainage Area Management Plan (DAMP), including any conditions and requirements established related to the reduction or elimination of pollutants in storm water runoff from the project site, which are verified prior to the issuance of a grading permit and/or building permit by the City. The DAMP requires implementation of site design, source control and treatment control Best Management Practices (BMPs).

In addition, because the project would be considered a priority project, as it would replace more than 5,000 square feet of impervious surface on an already developed site, it would be required to implement a Water Quality Management Plan (WQMP) that includes Low Impact Development (LID) features and BMPs to limit the potential for pollutants to enter surface water, such as storm water runoff.

**Construction.** Construction of the project would require demolition of the existing building and pavement. It would also require excavation and grading. These construction activities could expose and loosen building materials and sediment, which in turn could mix with surface water runoff and degrade surface water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These are potentially harmful materials that could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute surface waters or groundwater.

To avoid these events from occurring, the DAMP requires construction sites to implement control practices that address control of construction related pollutants discharges, including erosion and sediment control and onsite hazardous materials and waste management (DAMP Section 8.0). Additionally, the Statewide NPDES Permit for General Construction Activity requires implementation of a SWPPP, by a Qualified SWPPP Developer. The SWPPP is required to be consistent with the County DAMP; address site-specific conditions related to construction; identify the sources of sediment and other pollutants that may affect the quality of storm water discharges during construction; and implement erosion control and sediment control BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in water discharges during construction. Adherence to a City approved SWPPP, which would be verified prior to the issuance of a demolition and/or grading permit would ensure that potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant. No mitigation measures are required.

**Operation.** The project would introduce new residential uses to the project site. Expected pollutants of concern associated with residential uses include various chemicals from household cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles.

However, as described previously, the project would be required to comply with the County DAMP and would be required to implement a WQMP that includes LID features and BMPs to limit the potential for pollutants to enter surface water, such as storm water runoff. The WQMP is required to include implementation of non-structural, structural, and source control and treatment control BMPs that have been designed to protect water quality, such as: vegetated swales, bioretention planters, litter control, and street sweeping. After redevelopment of the project site, the drainage would be similar to the existing condition. Runoff from buildings and paved areas would drain to vegetated swales and bioretention planters that would filter runoff prior to discharge, as required by the DAMP and City's Municipal Code, which is verified during the permitting process. Implementation of existing regulations, which is verified during the permitting process of the project, would result in less than significant impacts related to the degradation of water quality. No mitigation measures are required.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less than Significant Impact.** The project site is largely (94.8 percent) impervious, as it is generally covered by the existing pavement or building structure. The remaining 5.2 percent of the project site consists of small areas of landscaping within courtyards and along 11th Street. The project site, however, does not currently provide for groundwater recharge.

The project would redevelop the site for residential uses that include open space and landscaping areas, which would increase the pervious areas onsite. After project development, the site would contain 80.5 percent impervious areas, which would be an increase of 14.3 percent of onsite pervious areas. An increase in pervious surface area increases infiltration, which can increase the amount of water that is able to recharge the aquifer/groundwater. Thus, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

In addition, groundwater within the project region is managed by the Orange County Water District (OCWD). To ensure the Basin is not overdrawn, OCWD monitors water levels and recharges the Basin with local and imported water. Continued management of the groundwater basin by OCWD will ensure that substantial depletion of groundwater supplies would not occur. Thus, impacts related to the groundwater recharge would not occur. No mitigation measures are required. The evaluation of water supplies needed for the project is provided in Section 18, *Utilities and Service Systems*.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**Less than Significant Impact.** The project site does not include a stream, river, creek, or other water body. As described previously, the project site is largely (94.8 percent) impervious. Small areas of landscaping exist within courtyards and along 11th Street. Stormwater flows across the project site to 11th Street and to the City storm drain which outlets to the East Garden Grove Wintersburg Channel.

The project would not substantially alter the drainage pattern onsite. Storm flows from the site would be captured by surface drains that are connected to vegetated swales and bioretention planters. These swales and planters would retain and filter runoff prior to discharge onto 11th Street. In addition, the project site would be paved and landscaped. The project's new paved areas and landscaping would retain the onsite soil and reduce the potential for erosion to a less than significant level.

Excavation and grading of soils would occur during the project's construction. GGMC Section 6.40.050 states that all significant redevelopment, such as the redevelopment proposed for this project, shall be undertaken in accordance with the DAMP and the Statewide NPDES Permit for General Construction Activity which requires implementation of a SWPPP to implement erosion control and sediment control. Adherence to a City approved SWPPP, which would be verified prior to the issuance of a demolition or grading permit would ensure that potential erosion associated with construction activities would be minimized, and impacts would be less than significant. No mitigation measures are required.

**d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Less than Significant Impact.** As described in the previous responses, the project site does not include a stream, river, creek, or other water body. The project site is largely impervious, as it is generally covered by pavement or the building structure. The project would redevelop the site and include areas of landscaping and open space that result in a 14.3 percent increase in pervious surfaces on the project site. Thus, the rate or amount of surface runoff would not increase with implementation of the project.

In addition, the stormwater drainage for the project would surface drain to vegetated swales and bioretention planters that would retain and filter runoff prior to discharge. The swales and bioretention areas have been designed to capture the appropriate stormwater flow as identified in the project's Preliminary Hydrology Calculations and the Preliminary Water Quality Management Plan. Thus, the project would not substantially alter the existing drainage pattern on the site or in the area, or substantially increase the rate or amount of runoff that could result in flooding. Impacts related to alternation of a drainage pattern that could result in flooding would be less than significant. No mitigation measures are required.

**e) 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?**

**Less than Significant Impact.** As described previously, the project site is largely (94.8 percent) impervious. Redevelopment of the site would reduce impervious areas by 14.3 percent and storm flows would drain to vegetated swales and bioretention planters that have been designed to accommodate the project. As such, an increase in runoff would not occur. Therefore, redevelopment of the project site would not result in an increase in runoff that would exceed the capacity of the existing City storm drain system. No mitigation measures are required.

**f) Otherwise substantially degrade water quality?**

**Less than Significant Impact.** Please refer to response 9(a) from above. No mitigation measures are required.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** A 100-year flood hazard area is an area in which a flood event has a 1 percent probability of occurring in any given year. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project site and vicinity (FEMA FIRM number 06059C0139) shows that the site is within a 0.2 percent annual chance of flood hazard and is identified as “Zone X”. Therefore, the site is not within a 100-year flood zone. In addition, the project site does not contain any bodies of water and is not located in the vicinity of any bodies of water that could result in flooding on the project site. Thus, the project site is not located within a 100-year flood hazard area as mapped by FEMA, and impacts related to flooding would not occur. No mitigation measures are required.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** As described in the previous response, the project site is not located within a 100-year flood hazard area (FEMA FIRM Map number 06059C0139). Thus, the project would not place structures within a flood hazard area that would impede or redirect flood flows, and impacts would not occur. No mitigation measures are required.

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less than Significant Impact.** Implementation of the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a dam. According to Chapter IX of the Safety Element of the County of Orange General Plan (Dec. 2013), the project site, along with the entire City, is within the Prado Dam Inundation Area. Prado Dam is an earth-fill dam across the Santa Ana River at the Chino Hills near the City of Corona in Riverside County. The impounded water behind Prado Dam creates the Prado Flood Control Basin Reservoir.

Although the project would construct new residential properties in an inundation zone, the proposed project would not increase or exacerbate the chance of inundation from the failure of Prado Dam. Therefore, project impacts related to the exposure of people and structures to significant risk associated with flooding as a result of dam failure would be less than significant. No mitigation would be required.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The hazard exists where water can impact nearby structures. There are no inland water bodies near enough to the project area to pose a flood hazard to the site through a seiche. Therefore, no seiche impacts would occur. No mitigation measures are required.

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project area is more than 6 miles from the Pacific Ocean and is located outside of the Tsunami Hazard Zone, as identified by the California Emergency Management Agency. Therefore, impacts related to tsunamis would not occur. No mitigation measures are required.

Mudflows consist of a shallow slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and are triggered by surface or shallow subsurface saturation. The project site is flat and is not located downslope of any area of potential mudflow. Therefore, impacts related to mudflows would not occur. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulations would reduce impacts related to hydrology and water quality.

**Stormwater Pollution Prevention Plan:** Prior to grading permit issuance, the project developer shall have a SWPPP prepared by a QSD (Qualified SWPPP Developer) pursuant to the Orange County DAMP. The SWPPP shall incorporate all necessary BMPs and other DAMP requirements to comply with NPDES regulations to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff, or designee, to confirm compliance.

**Water Quality Management Plan:** Prior to grading permit issuance, the project developer shall have a WQMP approved by the City for implementation. The project shall comply with GGMC Section 6.40.050, the Orange County DAMP, and RWQCB requirements in effect at the time permitting to control discharges of sediments and pollutants during operation of the project.

### **Mitigation Measures**

No mitigation measures related to hydrology and water quality are required.

### **References**

California Department of Water Resources Inundation Maps. Accessed:  
<https://water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams/Inundation-Maps>

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

Federal Emergency Management Agency Flood Maps. Accessed: <https://msc.fema.gov/portal>

Orange County Water District Groundwater Management. Accessed: <https://www.ocwd.com/what-we-do/groundwater-management/>

Preliminary Hydrology Calculations, 2018. Prepared by CA Engineering, Inc.

Preliminary Water Quality Management Plan, 2018. Prepared by CA Engineering, Inc.



<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**10. LAND USE AND PLANNING.** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**a) Physically divide an established community?**

**No Impact.** The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The 1.76-acre project site is developed with a 33,200 square foot Intermediate Care Facility for the developmentally disabled that currently operates with 59-beds. The Intermediate Care Facility, however, is planning to move to a different location. The site is surrounded by residential development and 11th Street. Implementation of the project would change the site from an Intermediate Care Facility to townhome residential uses, which would be consistent with the residential uses surrounding the project site. The existing residential community would not be physically divided by the project. In addition, the project would redevelop only the project site and would not change roadways or areas outside of the project site. Thus, the project would not result in impacts related to physical division of an established community. No mitigation measures are required.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The project site has a General Plan Land Use designation of Medium Density Residential (MDR) uses that provides for a residential density of up to 32 dwelling units per acre. In addition, the site is zoned R-3 (Multiple-Family Residential), which allows up to 24 dwelling units per acre. The project would redevelop the 1.76-acre project site to provide 31 residential townhomes, which would result in a density of 17.6 dwelling units per acre. Thus, the density of the project is consistent with the applicable density requirements of the parcel.

Additionally, the R-3 zoning designation includes 35-foot height limits, 10-foot minimum side setbacks, 12-foot 6-inch rear yard setbacks, and driveway widths of a minimum of 25-feet. The project would have a maximum height of 33 feet 6 inches, side setbacks of 12-feet 6-inches, 15-foot rear yard setback, and would provide two 25-foot wide driveways. Moreover, as described in Section 16, *Transportation and Traffic*, the project would provide parking that is consistent with GGMC requirements. Thus, the project would not result in conflict with an applicable land use plan, policy, or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would not occur. No mitigation measures are required.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site is developed and located within an urban and developed area. The project site does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not result in impacts to a Habitat Conservation Plan or Natural Community Conservation Plan. No mitigation measures are required.

**Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to land use and planning that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to land use and planning are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**11. MINERAL RESOURCES.** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No impact.** In 1975, the California Legislature enacted the Surface Mining and Reclamation Act which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified based on geologic factors without regard to existing land use and land ownership. The areas are categorized into 4 Mineral Resource Zones (MRZ):

- MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

The mapping by the California Geological Survey indicates that the project site is located within an area designated as MRZ-3, which is an area where the significance of mineral deposits is not evaluated. In addition, the project site is not designated/zoned for the extraction of mineral deposits and no active mining operations exist in the City.

The project site is developed with an Intermediate Care Facility and has no history of mining. Therefore, implementation of the project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur. No mitigation measures are required.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?**

**No impact.** The project site and the surrounding vicinity are highly urbanized, and they are not in or near a mining site identified by the City’s General Plan. The site has a general plan land use and zoning designation for residential uses. No mineral extraction activities occur on the project site, and it is not located within an area known to contain locally important mineral resources. Therefore, the project would not result in the loss

of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan as a result of project implementation. No impacts would occur. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to mineral resources that are applicable to the project.

### **Mitigation Measures**

No mitigation measures related to mineral resources are required.

### **References**

California Department of Conservation Mineral Land Classification Map Anaheim Quadrangle. Accessed: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartIII/Plate\\_3-18.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIII/Plate_3-18.pdf)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Noise Study prepared by Urban Crossroads, 2018 (Noise 2018), which is included as Appendix F.

**State Law**

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for residential dwellings and hotel and motel rooms. Conventional construction practices, with closed windows and fresh air supply systems or air conditioning normally suffice.

**City of Garden Grove Noise Element**

The City’s Noise Element, Policy N-5.2, provides specific interior and exterior noise level standards for residential land use. For the multi-family residential uses, the Noise Element requires an exterior noise level not to exceed 65 dBA CNEL and interior noise level standards are not to exceed 45 dBA CNEL.

**Garden Grove Municipal Code**

GGMC Section 8.47.050(C)(5) indicates that the ambient base noise level standard for a given land use shall not be exceeded by more than 20 dBA for any period of time (e.g., Lmax). For residential uses, GGMC

Section 8.47.040 identifies an ambient base noise level of 55 dBA during the daytime hours (7:00 a.m. to 10:00 p.m.) when construction activity would take place. Therefore, the base anytime maximum noise level limit is equal to 75 dBA Lmax for residential uses.

GGMC Section 8.47.050(D) indicates that when the measured ambient noise level exceeds the noise level limits identified in GGMC Section 8.47.050(C)(5), the ambient noise level shall become the standard. Based on the 24-hour noise level measurements collected in the project area, detailed below, the lowest, maximum (Lmax) noise level during the daytime hours is 77.1 dBA Lmax. As such, the ambient-adjusted exterior noise level limit for residential land uses is 77 dBA Lmax, since this level exceeds the 75 dBA Lmax ambient base noise level limit for residential uses. Therefore, the noise analysis uses the 77 dBA Lmax as an acceptable threshold to evaluate potential impacts from project construction activities at nearby sensitive receiver locations.

GGMC Section 8.47.060(d) Construction of Buildings and Projects, states that it is unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hour of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in GGMC Section 8.47.050(a), is caused discomfort or annoyance unless such operations are of an emergency nature.

### **Sensitive Receiver**

Sensitive receivers near the project site include existing residences. The closest sensitive receiver location is approximately 13 feet east of the site boundary. The closest sensitive receivers to the project site are listed below:

- R1: Located approximately 59 feet north of the project site, R1 represents the existing residential uses on 13th Street. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing residential uses approximately 41 feet east of the project site. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing residential uses approximately 13 feet east of the project site on 11th Street. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing residential uses approximately 78 feet south of the project site on 11th Street. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R5: Location R5 represents the existing residential use located roughly 111 feet west of the project site. A 24-hour noise level measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R6: Location R6 represents the existing religious uses located approximately 136 feet northwest of the project site. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.

### Existing Ambient Noise Levels

To identify the existing ambient noise levels in the project area, noise level measurements were taken on and adjacent to the project site on September 19, 2018, for a 24-hour period. Figure 7 shows the location of the noise measurements. As shown on Table N-1, noise levels in the project area range from 54.8 to 61.7 Community Noise Equivalent Level (CNEL).

**Table N-1: 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Distance to Site (Feet)	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>		Daytime dBA L <sub>max</sub>	CNEL
			Daytime	Nighttime		
L1	330'	Located north of the project site on 13th Street	59.3	52.0	91.9	61.0
L2	0'	Located on the northeast corner of the project site, near existing residential uses.	50.9	47.4	77.1	54.8
L3	0'	Located at southern boundary of the project site on 11th Street near existing residential uses.	58.4	54.1	86.2	61.7
L4	700'	Located west of the project site on Kerry Street adjacent to the Hill Elementary School.	56.2	53.1	90.2	60.4

Source: Noise 2018.

<sup>1</sup> See Figure 7 for the noise level measurement locations.

<sup>2</sup> The long-term 24-hour measurement printouts are included in the Noise Study included as Appendix F.

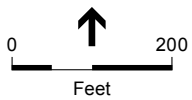
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

#### Less than Significant Impact with Mitigation Incorporated

**Construction.** Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment can range from approximately 63.7 dBA to 80.4 dBA when measured at 50 feet, as shown on Table N-2.





▲ Noise Measurement Locations

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Figure 7: Noise Measurement Locations

SOURCE: Urban Crossroads, 2018

**Table N-2: Construction Reference Noise Levels**

ID	Noise Source	Reference Distance From Source	Reference Noise Levels @ Reference Distance (dBA Leq)	Reference Noise Levels @ 50 Feet (dBA Leq)
1	Truck Pass-Bys & Dozer Activity	30'	68.1	63.7
2	Dozer Activity	30'	76.4	72.0
3	Construction Vehicle Maintenance Activities	30'	74.8	70.4
4	Foundation Trenching	30'	74.9	70.5
5	Rough Grading Activities	30'	84.8	80.4
6	Residential Framing	30'	76.7	72.3
7	Concrete Mixer Truck Movements	50'	73.1	73.1
8	Concrete Paver Activities	30'	75.7	71.3
9	Concrete Mixer Pour & Paving Activities	30'	76.3	71.9
10	Concrete Mixer Backup Alarms & Air Brakes	50'	78.8	78.8
11	Concrete Mixer Pour Activities	50'	79.2	79.2

Source: Noise 2018.

Table N-3 provides a summary of the highest noise levels from each stage of construction at each of the sensitive receiver locations. This provides a conservative approach with the highest noise-level producing equipment for each stage of project construction operating at the closest point from primary construction activity to the nearby sensitive receiver locations. This scenario is unlikely to occur during typical construction activities and likely overstates the construction noise levels that would be experienced at each receiver location. As shown, noise from project construction activity would range from 58.1 to 79.9 dBA L<sub>max</sub> at the sensitive receiver locations. As described previously in the municipal code discussion, 77 dBA L<sub>max</sub> is the threshold for project construction activities at nearby sensitive receiver locations.

**Table N-3: Project Construction Noise Levels at Sensitive Receivers**

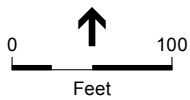
Receiver Location	Construction Noise Levels (dBA L <sub>max</sub> )					Highest Levels <sup>1</sup>
	Demolition	Grading	Site Preparation	Paving	Building Construction	
R1	63.8	72.2	63.8	71.0	64.1	72.2
R2	66.2	74.6	66.2	73.5	66.5	74.6
R3	71.5	79.9	71.5	78.7	71.8	79.9
R4	65.8	74.2	65.8	73.0	66.1	74.2
R5	59.8	68.2	59.8	67.0	60.1	68.2
R6	58.1	66.5	58.1	65.3	58.4	66.5




Source: Noise 2018.



<sup>1</sup> Estimated construction noise levels at closest sensitive receptors.

As shown on Table N-4, construction noise levels exceed the 77 dBA L<sub>max</sub> threshold at receiver location R3. Therefore, Mitigation Measure NOI-1 is included that would require a 50-foot buffer for large mobile equipment (greater than 80,000 pounds) and loaded trucks, as shown on Figure 8.





-  Receiver Locations
-  127' Distance from Receiver to Construction Activity
-  6' Existing Barrier and Barrier Height

-  Construction Activity
-  50' Buffer Mitigation for Large Mobile Equipment (>80,000 lbs) and Loaded Trucks

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**Figure 8: Construction Activity and Receiver Locations**

SOURCE: Urban Crossroads, 2018

**Table N-4: Project Construction Noise Impacts**

Receiver Location	Construction Noise Levels (dBA L <sub>max</sub> )		
	Highest Levels	Threshold	Threshold Exceeded?
R1	72.2	77	No
R2	74.6	77	No
R3	79.9	77	<b>Yes</b>
R4	74.2	77	No
R5	68.2	77	No
R6	66.5	77	No

Source: Noise 2018.

As shown on Table N-5, Mitigation Measures NOI-1 would reduce the construction noise levels to range from 66.5 to 75.5 dBA L<sub>max</sub>, which would be below the 77 dBA L<sub>max</sub> threshold. Therefore, construction noise impacts would be less than significant with Mitigation Measure NOI-1.

**Table N-5: Mitigated Construction Noise Levels at Sensitive Receivers**

Receiver Location	Construction Noise Levels (dBA L <sub>max</sub> )				
	Highest Unmitigated Noise Levels	Attenuation from Buffer Mitigation	Highest Mitigated Noise Levels	Threshold	Threshold Exceeded?
R1	72.2	0.0	72.2	77	No
R2	74.6	0.0	74.6	77	No
R3	79.9	-4.4	75.5	77	No
R4	74.2	0.0	74.2	77	No
R5	68.2	0.0	68.2	77	No
R6	66.5	0.0	66.5	77	No

Source: Noise 2018.

### Onsite Exterior Traffic Noise – Operational Noise.

An onsite exterior traffic noise impact analysis was completed to identify the traffic-related noise levels at the project site. The primary source of noise impacts to the project site would be transportation-related noise from Brookhurst Street and Hazard Avenue. The project would also experience some background traffic noise impacts from 11th Street and onsite vehicular movement.

Table N-6 provides a summary of future exterior noise levels at the first-floor building façade. Exterior noise levels would be 60.4 dBA CNEL, without accounting for any barrier attenuation provided by intervening structures (e.g., barriers or buildings). This is less than the General Plan Noise Element 65 dBA CNEL exterior noise level standard. Therefore, impacts related to onsite exterior noise would be less than significant. No mitigation measures are required.

**Table N-6: Onsite Exterior Traffic Noise Levels**

Building Façade	Roadway	Unmitigated Exterior Noise Level (dBA CNEL)	Combined Unmitigated Exterior Noise Level (dBA CNEL)	Threshold (dBA CNEL)	Threshold Exceeded?
Eastern	Brookhurst Street	59.2	60.4	65	No
Southern	Hazard Avenue	54.3		65	No

Source: Noise 2018.

**Onsite Interior Traffic Noise**

Traffic noise levels were calculated at the first, second, and third-floor building façades and interior noise levels were identified. Typical building construction provides a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed."

Table N-7 shows that the future noise levels at the first to third-floor building façades would be 60.4 dBA CNEL and that standard windows with minimum STC ratings of 27 would reduce interior noise levels below the 45 dBA CNEL interior noise level standard. Therefore, impacts related to onsite interior noise would be less than significant. No mitigation measures are required.

**Table N-7: Onsite Interior Traffic Noise Levels (dBA CNEL)**

Building Façade	Noise Level at Façade	Required Interior NR	Estimated Interior NR	Upgraded Windows	Interior Noise Level	Interior Standard (dBA CNEL)	Threshold Exceeded?
First-Floor	60.4	15.4	25.0	No	35.4	45	No
Second-Floor	60.4	15.4	25.0	No	35.4	45	No
Third-Floor	60.4	15.4	25.0	No	35.4	45	No

Source: Noise 2018.  
 "NR" = Noise Reduction

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact.**

**Construction.** Construction activity included in the project can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. The project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential to cause at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Haul Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes.

The City's General Plan and Municipal Code do not include vibration level standards. However, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep and provide a substantiated basis for determining the significance of construction vibration impacts.

The ground-borne vibration levels from the project's construction activities were estimated by data published by the FTA. Table N-8 shows that the project's construction vibration levels would be 84.6 VdB at receiver R3, which would exceed the FTA 80 VdB threshold. Therefore, the use of large mobile equipment (greater than 80,000 pounds) and loaded trucks within 50 feet of nearby noise-sensitive land uses represented by receiver location R3 (shown on Figure 8) shall be prohibited (through implementation of Mitigation Measure NOI-1). With implementation of Mitigation Measure NOI-1 vibration levels at receiver location R3 would be

reduced to 78.0 VdB, (as shown on Table N-9), which is below the threshold. Thus, impacts would be reduced to a less than significant level.

**Table N-8: Construction Equipment Vibration Levels at Sensitive Receivers**

Receiver Location	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)					Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels	
R1	77'	43.3	64.3	71.3	72.3	72.3	No
R2	57'	47.3	68.3	75.3	76.3	76.3	No
R3	30'	55.6	76.6	83.6	84.6	84.6	Yes
R4	102'	39.7	60.7	67.7	68.7	68.7	No
R5	127'	36.8	57.8	64.8	65.8	65.8	No
R6	154'	34.3	55.3	62.3	63.3	63.3	No

Source: Noise 2018.

**Table N-9: Mitigated Construction Equipment Vibration Level**

Receiver Location	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)			Threshold Exceeded?
		Loaded Trucks	Large Bulldozer	Highest Vibration Level	
R3	50'	77.0	78.0	78.0	No

Source: Noise 2018.

**Operation.** Operation of the proposed residential uses would include heavy trucks for residents moving in and out of the units and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels rarely exceed 70 VdB (FTA 2018). Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receptors would be less than 70 VdB, and less than the vibration threshold of 80 VdB. Therefore, operational vibration impacts would be less than significant. No mitigation measures are required.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** As detailed in the project description, the project site is currently developed with an operating 33,200 square foot Intermediate Care Facility for the developmentally disabled. The facility is currently licensed for 59-beds and it is estimated that between 9-18 employees are onsite 24-hours per day, depending on the shift and patient needs. The project site currently generates noise related to the existing use, including noise from traffic, parking lot activities, use of courtyards, and HVAC equipment.

The project would redevelop the site with 31 residential townhomes that would generate similar noise related to HVAC equipment, recreational activity, traffic, and parking lot vehicle movements. The noise sources from the proposed residences would be similar to that generated by the existing facility on the project site and the same as the noise generated by the surrounding existing residential uses. In addition, as detailed in Section 16, *Transportation/Traffic*, operation of the project would result in a reduction of vehicular trips by 5 trips each during the a.m. and p.m. peak hours, and by 23 daily trips, in comparison to the existing Intermediate Care Facility. Therefore, the noise that would be generated by traffic would not increase with implementation of

the project. As a result, impacts related to a permanent increase in ambient noise would be less than significant. No mitigation measures are required.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact with Mitigation Incorporated.** As described previously in Response 12(a), construction of the project would generate short-term periodic increases in noise during the 12 to 13 month construction period. As described, noise from project construction activity would range from 58.1 to 79.9 dBA Lmax at the sensitive receiver locations, which would exceed the 77 dBA Lmax threshold at one existing sensitive receiver location. Therefore, Mitigation Measure NOI-1 is included that would require a 50-foot buffer for large mobile equipment (greater than 80,000 pounds) and loaded trucks, as shown on Figure 8. Mitigation Measures NOI-1 would reduce the construction noise levels to below the 77 dBA Lmax threshold. Therefore, short-term periodic increases in noise would be less than significant with Mitigation Measure NOI-1.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project site is not located within an airport land use plan or within 2 miles of an airport. The closest air facility is the Los Alamitos Joint Forces Training Base, located approximately 5.25 miles northwest of the project site. The closest public airport to the project site is John Wayne Airport, which is located over 7 miles to the southeast of the project site. In addition, the Fullerton Municipal Airport is located approximately 8 miles to the north of the site. Therefore, the project would not result in excessive noise levels related to airports, and no impacts would occur. No mitigation measures are required.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels related to an airstrip. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulation would reduce impacts related to noise.

**Construction Noise:** GGMC Section 8.47.060(d), Construction of Buildings and Projects, states that it is unlawful to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hour of 10:00 p.m. of one day and 7:00 a.m. of the next day.

## **Mitigation Measures**

**Mitigation Measure NOI-1:** The project's grading and construction plans and specifications shall include the following requirements:

- Large loaded trucks and mobile equipment, such as bulldozers (greater than or equal to 80,000 pounds) shall not be used within 50 feet of the single-family residence adjacent to the project site. Instead, smaller, rubber-tired mobile equipment (less than 80,000 pounds) or equivalent alternative equipment shall be used within this area during project construction.
- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receiver nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all construction.

## **References**

City of Garden Grove General Plan Noise Element. Accessed:  
<https://ggcity.org/internet/pdf/commdev/chapter07noiseelement.pdf>

City of Garden Grove Municipal Code. Accessed: <https://www.qcode.us/codes/gardengrove/>

Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018.  
Accessed: [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)

Noise Study prepared by Urban Crossroads, 2018 (Noise 2018)



<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**13. POPULATION AND HOUSING.** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**a) Induce substantial population growth in an area, either directly or indirectly?**

**Less than Significant Impact.** The project site is currently developed with an operating 33,200 square foot Intermediate Care Facility for the developmentally disabled. The Intermediate Care Facility is currently licensed for 59-beds and has between 9-18 employees onsite 24-hours per day. The Intermediate Care Facility is planning to operate onsite through May 2019.

The California Department of Finance data from May 2018 states that there are 176,896 residents and 47,864 housing units within the City. Of these housing units, 97.3 percent of them were occupied and 10,678 (22 percent) are within multi-family housing developments that have more than 5 units. The average household size within the City is 3.76 persons per household.

**Construction.** Construction of the project would provide short-term jobs over an approximately 12 to 13-month period. Many of the construction jobs would be temporary and would be specific to the project. This workforce would include a variety of craftspeople, such as cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. It is anticipated that the project-related construction labor force would already be located in the project vicinity, and workers would not be expected to relocate their places of residence as a consequence of working on the project. Therefore, the project would not be expected to induce substantial population growth or demand for housing through increased construction employment. No mitigation measures are required.

**Operation.** The project would redevelop the site with 31 residential townhomes. Based on the existing average household size of 3.76 persons per household, the 31 residences that would be developed on the project site would result in approximately 117 residents at full capacity. As the existing building on the project site houses 59 people, the increase in population from the project would be approximately 58 people. This would equate to an increase of 0.03 percent of the City’s population. In addition, the 31 townhomes would result in a 0.06 percent increase in the number of housing units within the City. This is not considered a

substantial increase due to the limited number of residents and residential units that would result from the project, which is located within an urban area.

In addition, indirect growth is related to the expansion of infrastructure, such as water, sewer or street systems that would serve areas beyond the proposed development. The project would be served by existing infrastructure that currently serves the site and that the new development would connect to. Therefore, the project would not result in inducement of substantial population growth, either directly or indirectly, and impacts would be less than significant. No mitigation measures are required.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**Less than Significant Impact.** As described in the previous response, the project site is currently utilized for an Intermediate Care Facility for the developmentally disabled that is licensed for 59-beds. The facility was originally developed to accommodate 147-beds; however, due to changing state licensing constraints, it is only currently allowed to accommodate 59 patients. Thus, the Intermediate Care Facility is planning to relocate to accommodate 59 patients that are allowed by the state.

Construction of the project is planned to occur after closure of the existing facility in May 2019. The project would provide 31 housing units that would accommodate approximately 117 residents. As such, the project would not displace any existing housing and would not necessitate the construction of replacement housing elsewhere. The relocation of the Intermediate Care Facility is occurring due to state licensing constraints, and in response to the anticipated vacancy of the site the project has been proposed. No mitigation measures are required.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**Less than Significant Impact.** As described in the previous response, the project site is currently utilized for an Intermediate Care Facility for the developmentally disabled that is currently licensed for 59-beds. Although the facility was developed to accommodate 147-beds, due to changing state licensing constraints, it is only currently allowed to accommodate 59 patients. Thus, the Intermediate Care Facility is planning to relocate to a more appropriately sized property to accommodate the 59 patients that are allowed by the state. After closure of the facility, the project would be implemented, which would provide a different type of housing onsite. Because the existing residents onsite are planning to move prior to commencement of the project, the project would not displace people. Therefore, construction of replacement housing would not be necessitated. No mitigation measures are required.

**Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to population and housing that are applicable to the project.

**Mitigation Measures**

No mitigation measures related to population and housing are required.

## **References**

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018. Accessed:  
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**14. PUBLIC SERVICES.** Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:**

**Fire protection?**

**Less than Significant Impact.** Fire protection and emergency medical services in the City are provided by the Garden Grove Fire Department. The Fire Department provides fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services. The Fire Department has 7 fire stations. The closest station is Fire Station 7, located at 14162 Forsyth Lane, which is only 0.4 mile from the project site.

The project site currently includes a residential population that is located within the service area of the Fire Department. Redevelopment of the project site would result in an increased residential population of approximately 58 more persons onsite, at full occupancy when all residents are at home, which is a conservative assumption. The existing structure was developed in 1969 and includes older fire-resistant systems. The project would include new fire prevention infrastructure pursuant to current code requirements. The City has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) as Chapter 18.32 of the City Municipal Code, which regulates new structures related to safety provisions,

emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout the site.

Since the site is already served by the existing Fire Station 7 that is 0.4 mile from the site, the project would be constructed pursuant to existing California Fire Code regulations, and a limited increase in residents onsite would occur, the project would not result in the need for new or physically altered Fire Department facilities that could cause significant environmental impacts. Therefore, the project would result in less than significant impacts related to fire protection services. No mitigation measures are required.

### **Police protection?**

**Less than Significant Impact.** The Garden Grove Police Department provides police services to the project area. The Police Department headquarters is located at City Hall, which is approximately 2.9 miles from the project site. As described previously, redevelopment of the project site would result in a new residential population and an increase of approximately 58 more persons onsite. Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. During operation, the project is anticipated to generate a typical range of police service calls, such as vehicle break-ins, residential thefts and disturbances, and vandalism.

Security concerns would be addressed by providing low-intensity security lighting. Also, pursuant to the City's existing permitting process, the Police Department would review the project's site plans to ensure that design measures are incorporated appropriately to provide a safe environment.

Because the project would generate a slight increase in the resident population on the project site, it would result in an incremental increase in demands on law enforcement services. However, due to the redevelopment nature of the project site that is 2.9 miles from the Police Department headquarters, within an area that is already served, the increase would not be significant when compared to the current demand levels. Due to the location of the Police Department headquarters in relation to the project site, law enforcement personnel are anticipated to be able to respond in a timely manner to emergency calls from the project site. In addition, the response to calls for law enforcement services from the project site would not require construction or expansion of the Police Department headquarters facilities. Therefore, the project would not result in the need for, new or physically altered police protection facilities, and substantial adverse physical impacts associated with the provision of new or expanded facilities would be less than significant. No mitigation measures are required.

### **Schools?**

**Less than Significant Impact.** The project area is in the Garden Grove Unified School District (GGUSD), which serves a 28-square mile area with 68 schools. The GGUSD website school locator identified that students on the project site would attend the following schools:

- Hill Elementary School, at 9681 11th Street; 0.15 mile west of the project site
- Jordan Intermediate, at 9821 Woodbury Road; 0.90 mile north of the project site
- Bolsa Grande High School, at 9401 Westminster Avenue; 1.20 miles north of the project site

Development of the project would generate a new student population on the project site, who would generally (unless homeschooled or attending a private school) attend one of the 3 schools listed above. This would generate additional students to be served at local public schools. However, the need for additional school

facilities is addressed through compliance with school impact fee assessment SB 50 (Chapter 407 of Statutes of 1998). SB 50 sets forth a state school facilities construction program, in which school districts (including GGUSD) collect fees at the time of issuance of building permits for development projects. The existing GGUSD development impact fee is \$3.79 per square foot for all new residential development. In addition, pursuant to Government Code Section 65995 payment of the school impact fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities from the increase in students related to the project would be less than significant with the Government Code required fee payments. Consistent with the requirement, the payment of school fees is listed below as an existing regulation that reduces potential impacts. No mitigation measures are required.

## **Parks?**

**Less than Significant Impact.** According to the City's Parks, Recreation, and Open Space Element, the City currently maintains 14 parks and uses 5 public schools as additional park facilities through joint-use agreements with the GGUSD, totaling 157.1 acres of parkland throughout the City. The General Plan Parks, Recreation, and Open Space Element requires the provision of 2 acres of parkland per 1,000 residents.

The project would develop 31 residential units on the project site, which would result in a new resident population that would utilize park and recreational facilities. As described in the project description, the project includes a 3,786.5 square foot central active open space recreation area, 2,452.9 square feet of passive open space, and approximately 12,000 square feet of landscape areas. The new resident population would likely utilize the onsite open space and recreation areas; in addition to other existing nearby park facilities.

GGMC Sections 9.40.140 and 9.44.030 require that 2 acres of City parks per 1,000 persons existing within the City be dedicated to local parks. As described previously, the project is estimated to result in 117 new residents at full occupancy. This would create a City requirement for dedication of 0.234 acre (10,193.04 square feet) of parkland and/or payment of park fees pursuant Section 9.40.140 of the City's Municipal Code, which provides an in-lieu fee and parkland dedication requirements for development projects. Because the project would provide both onsite park and recreation facilities and payment of the in-lieu fee for park and recreation, impacts related to the expanded need for parks due to the project would be less than significant. No mitigation measures are required.

## **Other public facilities?**

**Less than Significant Impact.** Other public facilities include libraries. The County of Orange operates 3 public libraries in the City, which include:

- Garden Grove/Chapman Library, located at 9182 Chapman Avenue, located 3.4 miles from the project site
- Garden Grove Main Library, located at 11200 Stanford Avenue, located 2.8 miles from the project site
- Garden Grove Tibor Rubin Library, located at 11962 Bailey Street, located 6.3 miles from the project site

Library service needs are changing with increasing resources being available online and the availability of high-speed internet services. Therefore, new residential uses on the project site do not necessarily have an incremental increased need for library resources/services or square footage of library space. A majority of

the residential units would be equipped with internet access, which provides access to many of the same resources provided by the library and would limit the increased need for library services and resources. Therefore, the project would result in less than significant impacts related to library services. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulations would reduce impacts related to public services.

**Schools Development Impact Fee:** The project will be required to pay applicable development fees levied by the Garden Grove Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407) to offset these impacts on school facilities resulting from new development.

**Park and Recreation Impact Fee:** The project will be required to pay applicable City development impact fees for park and recreational facilities pursuant to Municipal Code 9.44.030 In-Lieu Park Fees, which are imposed on each development project to offset the cost of providing increased park and recreation facilities.

### **Mitigation Measures**

No mitigation measures related to public services are required.

### **References**

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

Garden Grove Fire Department. Accessed: <https://ggcity.org/fire>

Garden Grove Police Department. Accessed: <https://ggcity.org/police>

Garden Grove Unified School District Accessed: <https://www.ggusd.us/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**15. RECREATION.**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?**

**Less than Significant Impact.** The project would develop 31 residential units on the project site, which would result in a resident population of 117 people that would utilize park and recreational facilities. As described in the project description, the project includes a 3,786 square foot central active open space recreation area, 2,453 square feet of passive open space, and approximately 12,000 square feet of landscape areas. Based on the limited number of residents at full capacity of the project, the project is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated.

In addition, as described previously, the GGMC Section 9.40.140 requires payment of park fees prior to the issuance of a building permit. Thus, by payment of the required park fees, the project would provide funding to offset any increased usage at park and recreation facilities. Overall, the project would not result in substantial physical deterioration of park and recreation facilities, and impacts would be less than significant. No mitigation measures are required.

**b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less than Significant Impact.** As described in the project description, the project includes a 3,786 square foot central active open space recreation area, 2,453 square feet of passive open space, and approximately 12,000 square feet of landscape areas onsite. The impacts of development of these recreational amenities are considered part of the impacts of the project as a whole and are analyzed throughout the various sections of this document. For example, activities such as excavation, grading, and construction, as required for the recreational components of this project, are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation and Traffic sections.



In addition, while the project would contribute park development fees pursuant to GGMC Section 9.40.140 to be used towards the future expansion or maintenance parks and recreational facilities, these fees are standard with every residential development, and the project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulation would reduce impacts related to recreation.

**Park and Recreation Impact Fee:** Listed previously in Section 14, *Public Services*.

### **Mitigation Measures**

No mitigation measures related to recreation are required.

### **References**

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**16. TRANSPORTATION/TRAFFIC.** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Trip Generation and Parking Analysis prepared by Translutions, 2018 (Traffic 2018), which is included as Appendix G.

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

## Less than Significant Impact

**Construction.** Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from project site and delivery and hauling of construction supplies to, and debris and soil export from, the project site. As described in Section 3.2, *Project Construction*, a total of approximately 33 truck trips are expected to export the excess earthwork material. However, these activities would only occur for a period of 12-13 months. In addition, construction related trips would generally travel from SR-22 and Brookhurst Street along the arterial roadway.

In addition, as detailed below, the existing Intermediate Care Facility currently generates 18 trips during the a.m. peak hour, 20 trips during the p.m. peak hour, and 220 daily trips. During construction, these trips would not occur, which would offset the construction related trips. Thus, any increase of trips during construction activities would be limited. Overall, the short-term vehicle trips from construction of the project would generate less than significant traffic related impacts. No mitigation measures are required.

**Operation.** As detailed in the project description, the project site is currently developed with an operating 33,200 square foot Intermediate Care Facility for the developmentally disabled. As described by the State Department of Developmental Services, this type of facility (licensing category ICF/DD) provides 24-hour personal care, habilitation, developmental, and supportive health services to developmentally disabled clients whose primary need is for developmental services and who have a recurring but intermittent need for skilled nursing services. The facility is currently licensed for 59-beds and it is estimated that between 9-18 employees are onsite 24-hours per day, depending on the shift and patient needs. Based on this, the trips from the existing use have been calculated based on rates for Land Use 620 - "Nursing Home" from the Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition).

The project would redevelop the site with 31 residential townhomes. The vehicular trips from proposed townhomes is based on the trip generation rates for Land Use 220 - "Multifamily Housing (Low-Rise)" for the 2-story units, and Land Use 221 - "Multifamily Housing (Mid-Rise)" for 3-story units from the ITE 10th Edition Trip Generation Rates, as shown in Table T-1.

**Table T-1: Project Trip Generation**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Proposed Townhomes</b>								
<b>Multi-Family Residential (Low-Rise)</b>								
Trip Generation Rates <sup>1</sup>		0.11	0.35	0.46	0.35	0.21	0.56	7.32
Project Trip Generation	15.0 per DU	2	5	7	5	3	8	110
<b>Multi-Family Residential (Mid-Rise)</b>								
Trip Generation Rates <sup>2</sup>		0.09	0.27	0.36	0.19	0.25	0.44	5.44
Project Trip Generation	16.0 per DU	1	5	6	3	4	7	87
<b>Total Trip Generation Project</b>		<b>3</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>15</b>	<b>197</b>
<b>Existing Intermediate Care Facility</b>								
Trip Generation Rates <sup>3</sup>		0.43	0.12	0.55	0.24	0.35	0.59	6.64
Project Trip Generation	33.2 TSF	14	4	18	8	12	20	220
<b>Net New Trip Generation</b>		<b>-11</b>	<b>6</b>	<b>-5</b>	<b>0</b>	<b>-5</b>	<b>-5</b>	<b>-23</b>

Source: Traffic 2018. DU = Dwelling Unit TSF = Thousand Square Feet

<sup>1</sup>Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" ITE Trip Generation (10th Edition).

<sup>2</sup>Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" ITE Trip Generation (10th Edition).

<sup>3</sup>Trip generation based on rates for Land Use 620 - "Nursing Home" ITE Trip Generation (10th Edition).

Table T-1 shows that the existing uses generate 18 trips during the a.m. peak hour, 20 trips during the p.m. peak hour, and 220 daily trips. The project is anticipated to generate 13 trips during the a.m. peak hour, 15 trips during the p.m. peak hour, and 197 daily trips. Thus, vehicular trips from the project site would be reduced by 5 trips each during the a.m. and p.m. peak hours, and by 23 daily trips. Because the project would reduce trips in comparison to the existing condition, operation of the project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. No mitigation measures are required.

**Parking.** An onsite parking analysis was prepared to determine the parking demand that would result from the project. The parking analysis includes parking rates from GGMC Section 9.12.040.180, as well as those from the ITE Parking Generation, 4th Edition.

GGMC states that developments with less than 50 units, and not adjacent to any principal, major, primary or secondary arterial street, require 2.5 spaces per dwelling units with less than 3 sleeping rooms, and 3.25 spaces per dwelling units with 3 or more sleeping rooms. Table T-2 shows the parking required for the project per the municipal code. As shown, the parking demand for the project is calculated at 92 spaces, which the project would provide.

**Table T-2: Project Parking Demand per the Municipal Code**

Land Use	Units	Units	Rate	Parking Required
2-Bedrooms	12	DU	2.5	30.0
3-Bedrooms	19	DU	3.25	61.8
<b>Total Parking Required Per the Municipal Code</b>				<b>92</b>
<b>Total Parking Provided</b>				<b>92</b>
<b>Parking Surplus (+)/Parking Deficit (-)</b>				<b>0</b>

Source: Traffic 2018.

Based on the ITE parking rates for Land Use 230 - "Residential Condominium/Townhouse, Suburban", the peak parking demand for the project is calculated at 48 spaces as shown in Table T-3. As the project would provide 92 parking spaces, the project would provide sufficient parking pursuant to the ITE parking generation rates. Thus, impacts related to parking from the project would be less than significant. No mitigation measures are required.

**Table T-3: Project Parking Demand Per ITE Parking Rates**

Land Use	Units	Average Rate		85th Percentile Rate	
		Weekday	Sunday	Weekday	Sunday
Residential Townhouse	Per DU	1.38	1.3	1.52	1.43
Project Parking Needs	31 DU	43	41	48	45
<b>Total Parking Provided</b>		<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Total Parking Per ITE</b>		<b>43</b>	<b>41</b>	<b>48</b>	<b>45</b>
<b>Parking Surplus</b>		<b>49</b>	<b>51</b>	<b>44</b>	<b>47</b>

Source: Traffic 2018.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**No Impact.** The Orange County Transportation Authority (OCTA) is the Congestion Management Agency (CMA) responsible for the creation and implementation of the Orange County Congestion Management Program (CMP), which includes a series of intersections and highways throughout Orange County and establishes minimum performance thresholds for these CMP facilities.

Projects must demonstrate consistency with the OCTA's performance thresholds on the Highway System if the project is estimated to either generate 2,400 or more Average Daily Trips (ADT) or contribute 1,600 or more ADT directly onto the highway system. As described above, the project would result in a reduction of 23 daily trips. Therefore, the project would not generate additional vehicular trips that could impact CMP intersections. Thus, impacts related to the CMP would not occur from implementation of the project. No mitigation measures are required.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The project site is not located within an airport's operational area. The closest air facility is the Los Alamitos Joint Forces Training Base, located approximately 5.25 miles northwest of the project site. The closest public airport to the project site is John Wayne Airport, which is located over 7 miles to the southeast of the project site. In addition, the Fullerton Municipal Airport is located approximately 8 miles to the north of the site. Further, the project proposes 2-3-story structures, which would not extend into the airspace. Therefore, the project would not result in a change in air traffic patterns, and impacts would not occur. No mitigation measures are required.

**d) Substantially increase hazards due to a design feature or incompatible uses?**

**Less than Significant Impact.** The project includes solely residential uses, and does not include any incompatible uses, such as farm equipment. The project would also not increase any hazards related to a design feature. Access to the proposed development would be provided by a 25-foot wide driveway that provides direct access to and from 11th Street and has been designed to meet the City's design standards that provide adequate turning space for passenger cars, fire trucks, and delivery trucks. Egress and ingress from the site would not be limited in any way. The project does not include any visual obstructions that would obstruct sight distance or that would prohibit full access in, and out of, the project site. As described in the previous responses, the project would reduce the peak hour and daily trips that would be generated from the site. Thus, motorists entering and exiting the project site would be able to do so comfortably, safely, and without undue congestion. As such, project access and circulation would be adequate, and project impacts related to hazardous design features would be less than significant. No mitigation measures are required.

**e) Result in inadequate emergency access?**

**No Impact.** The project would not result in inadequate emergency access. Direct access to the project site is, and would continue to be, provided from 11th Street, which is adjacent to the project site. The project would be permitted and approved in compliance with existing safety regulations, such as the California

Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

**Construction.** The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site or adjacent areas. During construction, 11th Street would remain open to ensure adequate emergency access to the project area and vicinity. Any temporary lane closures needed for utility connections to 11th Street or driveway access construction would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual (Caltrans 2014), as incorporated into a Traffic Management Plan for the project that is required for receipt of construction permits. The Traffic Management Plan would ensure that substantial traffic queuing along 11th Street would not occur and that all construction equipment would be staged on site. Thus, impacts related to inadequate emergency access during construction activities would not occur. No mitigation measures are required.

**Operation.** Operation of the project would also not result in inadequate emergency access. The project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The fire department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur. No mitigation measures are required.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than Significant Impact.** OCTA provides transit services and bus stops within the immediate vicinity of the project site. There is an existing bus stop for Bus Route 35 around the corner from site on Brookhurst and 13th Street. Buses along this route come by every 20 minutes during typical commute periods and every 40 minutes between 5:00 a.m. and 10 p.m. Although residents of the project could utilize the existing bus services, the existing employees on site could be utilizing the service also. Thus, the needs for bus services would not substantially increase. In addition, the project would not alter or conflict with existing bus stop and schedules, and impacts related to OCTA transit services would not occur.

There are existing sidewalks that line the streets in the project area, including 11th Street and Brookhurst Street. The project would retain the existing sidewalks, which facilitate pedestrian use and walking. Therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and would not decrease the performance or safety of any facilities, and impacts would be less than significant. No mitigation measures are required.

**Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to transportation and traffic that are applicable to the project.

### **Mitigation Measures**

No mitigation measures related to transportation and traffic are required.

### **References**

City of Garden Grove Municipal Code. Accessed at: <https://www.qcode.us/codes/gardengrove/>

Orange County Transportation Authority Orange County Congestion Management Program. Accessed: <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Congestion-Management-Program/Overview/>

Trip Generation and Parking Analysis prepared by Translutions, 2018.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**17. TRIBAL CULTURAL RESOURCES.**

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Assembly Bill 52**

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources.” AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. Pursuant to the requirements of AB 52, the City sent informational letters about the project and requests for consultation to each tribe on the City’s list of tribes requesting consultation on September 25, 2018.



In addition, the Native American Heritage Commission (NAHC) was contacted on September 11, 2018, to request a Sacred Lands File (SLF) search and list of potential Native American contacts for consultation for the project. The NAHC provided a Tribal Consultation List that included 10 contacts at the following Native American tribes: Gabrielino Band of Mission Indians – Kizh Nation, Juaneno Band of Mission Indians Acjachemen Nation, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Tribe, Juaneno Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, and Gabrielino/Tongva Nation. The SLF search request was not responded to for this project; however, an SLF search for the adjacent project was completed in 2016 that resulted in negative findings for the area. Letters were sent to the 10 tribal contacts in addition to the City's list of 3 additional tribal contacts, that include the Soboba Band of Luiseno Indians, Torres Martinez Desert Cahuilla Indians, Juaneno Band of Mission Indians Acjachemen Nation, requesting consultation on September 25, 2018 requesting any information related to cultural resources or heritage sites within or adjacent to the project area.

On September 28, 2018, Clint Linton and Andrew Salas, Chairmen of the Gabrieleno Band of Mission Indians – Kizh Nation responded and requested consultation regarding the project. No other responses were received from other tribes. In response to the request the City and the tribe coordinated a conference call on November 28, 2018. During the call the tribe described that tribal cultural resources are typically found along a stream, river, creek or a trade route, and that the project site is located more than one mile away from a water body and is not near a known trade route. In addition, the tribe described that resources can be buried within previously excavated or graded soils and that soils that contain unknown resources can be removed and recompacted within fill soils. Thus, fill soils, such as those that exist on the project site, have the potential to contain resources. Due to the limited potential of resources because the site is not near a water body or trade route Andrew Salas stated that the tribe has determined that Mitigation Measure TCR-1 is appropriate and would reduce the low potential of impacts to tribal cultural resources to a less than significant level. Andrew Salas described that the Native American Indian Sensitivity Training for construction personnel, such as included in Mitigation Measure TCR-1, is key to avoiding potential impacts to unknown resources. The tribal consultation was completed, and no known tribal cultural resources within or adjacent to the project site were identified by the tribe.

**a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**

**Less than Significant with Mitigation Incorporated.** AB 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resource. As described above, tribal cultural resource are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (Public Resources Code Section 21074). As outlined above, the City sent letters to 13 Native American representatives in September 2018, notifying them of the project in accordance with SB 18 and AB 52. Only one California Native American tribe requested consultation, the Gabrieleño Band of Mission Indians – Kizh Nation. Based on the consultation that was conducted, and described in the previous response, no tribal cultural resources were identified within or adjacent to the project site. However, it was determined appropriate to include Mitigation Measure TCR-1 that would reduce the low potential of impacts to tribal cultural resources to a less than significant level.

As described previously in Section 5, *Cultural Resources*, the project site does not contain any known historical resources. In addition, substantial ground disturbance has occurred on the project site. The Geotechnical and Infiltration Evaluation describes that fill soils were encountered in all of the borings down

to 3 to 4 feet below grade. Thus, due to the extent and depth of previous ground disturbance, the potential for unknown tribal cultural resources to be on site is low. However, the project would excavate and recompact soils up to 5-feet below grade, which is one foot into previously undisturbed soils. In addition to Mitigation Measure TCR-1 described previously, Mitigation Measure CUL-1 (detailed in Section 5, *Cultural Resources*), has been included to provide procedures to be followed in the unlikely event that potential buried historic resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1 and Mitigation Measure TCR-1, impacts would be less than significant.

**b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less than Significant with Mitigation Incorporated** As described in the previous response, the project area has been heavily disturbed. The project involves excavation into approximately one foot of previously undisturbed soils; however, as discussed in the previous response, no substantial evidence exists that tribal cultural resources are present in the project site. Although no tribal cultural resources have been identified, during the AB 52 consultation, the Gabrieleño Band of Mission Indians – Kizh Nation stated that the project lies within its ancestral tribal territory, but is not along a waterbody or known trade route. Thus, to avoid potential impacts to unknown buried tribal cultural resources, Mitigation Measure TCR-1 has been included to provide for Native American resource sensitivity training and to prescribe activities should any inadvertent discoveries of tribal cultural resources be unearthed by project construction activities.

Additionally, as described previously, California Health and Safety Code Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of Mitigation Measure TCR-1 and the existing regulations, impacts to tribal cultural resources would be less than significant.

### **Existing Regulations that Reduce Potential Impacts**

The following existing regulation would reduce impacts related to tribal cultural resources.

**Human Remains:** California Health and Safety Code Section 7050.5, detailed previously in Section 5, *Cultural Resources*.

### **Mitigation Measures**

**Mitigation Measure CUL-1:** Listed previously in Section 5, *Cultural Resources*.

**Mitigation Measure TCR-1:** The project's grading and construction plans and specifications shall state that prior to commencement of any excavation activities, a Native American monitor from the Gabrielino Band of Mission Indians – Kizh Nation tribe shall be contacted and invited to conduct a Native American Indian Sensitivity Training for construction personnel prior to the start of construction activities. The training session

shall include a handout and shall focus on how to identify Native American resources encountered during earthmoving activities and the procedures to be followed if resources are discovered.

In the event that tribal cultural resources are inadvertently discovered during ground-disturbing activities, work shall be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist in cooperation with a Native American monitor to determine if the potential resource meets the CEQA definition of historical (CEQA Guidelines 15064.5(a)) and/or unique resource (Public Resources Code Section 21083.2(g)), and/or a “nonunique archeological resource” that conforms with the criteria of Public Resources Code section 21074(a) (Public Resources Code section 21074(c), Public Resources Code section 21083.2(h)). Construction activities could continue in other areas.

If the find is considered a “historical resource,” a “unique archaeological resource,” or a “nonunique archeological resource” that conforms with the criteria of Public Resources Code section 21074(a), the archaeologist, in cooperation with a Native American monitor, shall pursue either protection in place or recovery, salvage and treatment of the resource. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resources Code Section 21083.2 and CEQA Guidelines 15064.5 and 15126.4. If resource, as defined above, cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the project applicant’s expense. All recovered and salvaged resources shall be identified and permanently preserved in an established accredited professional repository. Prior to commencement of grading activities, the Director of the City Community and Economic Development Department, or designee, shall verify that all project grading and construction plans require the Native American Sensitivity Training and the treatment of resources as specified in this mitigation measure.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**18. UTILITIES AND SERVICE SYSTEMS.**

Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less than Significant Impact.** The City of Garden Grove Sanitary District is responsible for wastewater collection in the project area, including from the project site. Wastewater collected within the City is transported to Plant 1 or Plant 2, which is operated by the Orange County Sanitation District (OCSD) for treatment. The project site currently sends wastewater from the existing Intermediate Care Facility to OCSD for treatment.

The project would generate wastewater from the new residential uses, which would be sent to the sewer system, and treated by the existing OCSD treatment plants. The wastewater treatment plants are required to comply with associated waste discharge requirements (WDRs) and any updates or new permits issued.

WDRs set the levels of pollutants allowable in water discharged from a facility. Prior to connection to the sewer or a change in discharge, permission from OCSD shall be obtained. The residential land uses proposed by the project are not anticipated to discharge wastewater that contains harmful levels of toxins that are regulated by the Regional Water Quality Control Board (RWQCB) (such as large quantities of pesticides, herbicides, oil, grease, and other chemicals that are more typical in industrial uses) and all effluent would comply with the wastewater treatment standards of the RWQCB. Therefore, the project would result in less than significant impacts related to the wastewater treatment requirements of the RWQCB. No mitigation measures are required.

**b) Require or result in the construction of new water or wastewater treatment facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.**

**Water.** The project would redevelop the project site and water lines that currently exist in 11th Street would continue to serve the site. The project would install a new onsite water line that would loop through the project site conveying water supplies to each of the proposed townhomes. As described below in Response d), the project would result in a water demand increase of approximately 11,883 gallons per day. This demand would be accommodated by the existing water lines. Thus, the project would continue to receive water supplies through the existing water line in the 11th Street right-of-way, which would not require expansion to serve the project. Although construction of the onsite water lines would be required to support the new development, no extensions or expansions to the water pipelines supplying the project site would be required. The necessary installation of the onsite water supply lines is included as part of the project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant. No mitigation measures are required.

**Wastewater.** The project would install onsite sewer lines that would connect with existing sewer within the 11th Street right-of-way. Wastewater would be conveyed by existing trunk sewer lines to the OCSD wastewater treatment plant. The project site is currently being served by the existing sewer lines. Wastewater generation for the project is assumed to be 90 percent of the project's water demand, to account for evaporation and absorption losses. Based on the water demand increase of approximately 11,883 gallons per day, described in the previous response, the proposed project would generate approximately 10,695 gallons of wastewater per day. This demand would occur throughout the day and would be accommodated by the existing water lines, and sewer lines would not require expansion to serve the project.

Although construction of the onsite sewer lines would be required to support the proposed residential uses, no extensions or expansions to the sewer system serving the project area would be required. The necessary installation of onsite sewer lines is included as part of the project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Therefore, the project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant. No mitigation measures are required.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.** The existing project site is largely (94.8 percent) impervious. The project would redevelop the site for townhome uses and include landscaping and open space areas, which would result in 80.5 percent impervious surface, which would increase pervious areas by 14.3 percent; thus, the rate or amount of surface runoff would not increase with implementation of the project. The project would accommodate runoff with vegetated swales and bioretention planters that were designed for the project to retain sufficient runoff prior to discharge to 11th Street. Thus, the project would not increase the rate or amount of runoff that could result in the need for new or expanded offsite drainage facilities. Thus, impacts related to storm water drainage facilities would be less than significant. No mitigation measures are required.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than Significant Impact.** The City's Urban Water Management Plan (UWMP) describes that the City relies on 72 percent groundwater from 13 wells in the Orange County groundwater basin and 28 percent imported water from the Metropolitan Water District of Southern California. The UWMP projects that the water supply mix will remain roughly the same through 2040. The City also operates 8 storage and distribution reservoirs at 5 sites with a combined capacity of 53 million gallons (MG). The storage volume is the equivalent of more than 2 days average use and is more than adequate for peaking demands and firefighting needs (UWMP 2015).

The City's water demand in 2015 was 24,049 acre-feet yearly (AFY) and is projected to increase to 26,055 AFY by 2040. In addition, the 2015 UWMP describes that the City's target of water use is 153 gallons per day per capita (GPCD); however, the City actually used 102 GPCD. Based on this the existing facility with 59 patients currently uses approximately 6,018 gallons of water per day (102 GPCD).

The project would develop the site with 31 residential units, which would house approximately 117 residents, as described in Section 13, *Population and Housing*. The project would result in a water demand of approximately 17,901 gallons per day using the baseline water use rate of 153 GPCD in the 2015 UWMP, which is a conservative assumption as the City currently uses 102 GPCD. Thus, the project would result in a water demand increase of 11,883 gallons per day (13.31 AF annually). This represents 0.06 percent of the City's current annual water demand, based on the City's consumption of 24,049 AF in 2015, and 0.7 percent of the anticipated increase in water demand. Therefore, the project would not necessitate new or expanded water entitlements. In addition, the project would implement a number of water conservation measures as required by Cal/Green and Title 24 requirements, such as use of water efficient plumbing fixtures and irrigation systems, routing runoff to landscape areas, and provision of separate meters for each residence. Overall, impacts related to water resources would be less than significant. No mitigation measures are required.

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less than Significant Impact.** As described in the previous responses, the site currently generates wastewater that would be replaced by the wastewater generated by the project, which would be conveyed through existing sewer facilities to the OCSD wastewater treatment system. Average flows for OCSD Plant No. 1 and Plant No. 2 are 117 million gallons per day (mgd) and 67 mgd, respectively. The combined average flow at both plants is 184 mgd. Plant No. 1 has a design capacity of 320 mgd, with an average daily flow of 117 mgd, which provides 203 mgd additional capacity. Plant No. 2 has an average daily flow of 67 mgd, with

a design capacity of 312 mgd; therefore, has an additional capacity of 245 mgd.

As detailed previously, the project site currently generates wastewater that is treated by the OCSD facilities. The project is anticipated to generate a water demand of 17,901 gallons per day, some of which would be used for landscaping and other uses and would not enter the sewer system. However, assuming the maximum water from the project becomes wastewater, the 17,901 gallons would be accommodated by the OCSD's excess capacity. Therefore, impacts related to the wastewater treatment system would be less than significant. No mitigation measures are required.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less than Significant Impact.** In 2016, most of the solid waste from the City, which was disposed of in landfills, went to either the Olinda Alpha Sanitary Landfill or the Frank Bowerman Sanitary Landfill (Calrecycle 2018b).

The Olinda Alpha Sanitary Landfill is permitted to accept 8,000 tons per day of solid waste and is permitted to operate through 2021. The Frank Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. In September 2018, the landfill had a maximum tonnage of 10,087; thus, having an average daily additional capacity of 1,413 tons per day (Calrecycle 2018).

CalRecycle estimates a disposal rate for nursing homes of 5 pounds/person/day. Based on this, the existing Intermediate Care Facility is generating approximately 295 pounds of solid waste per day (2,065 pounds per week) (Calrecycle 2018a). The City estimates a disposal rate for multi-family units of 9.8 pounds per day per dwelling unit (GG 2017). Based on this, the 31 proposed townhomes would generate 303.8 pounds of solid waste per day (2,126.6 pounds per week). This would result in an increase of 61.6 pounds of solid waste per week.

However, based on the current recycling requirements, which require diversion of 50 percent of solid waste away from landfills, the project would result in an increase of 30.8 pounds of solid waste per week being disposed of in landfills. In 2020, state regulations per AB 341 will become effective, which will require diversion of 75 percent of solid waste from landfills. Thus, it is anticipated that the increase of solid waste landfill disposal from operation of the project in 2020 would be approximately 15.4 pounds per week. As described above, the Frank Bowerman Sanitary Landfill has an average daily additional capacity of 1,413 tons per day (Calrecycle 2018), which is sufficient permitted capacity to accommodate the additional solid waste disposal needs that would result from the project, and impacts related to landfill capacity would be less than significant. No mitigation measures are required.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The project would comply with all regulations related to solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in AB 939, that requires diversion of a minimum of 50 percent of solid waste. In addition, after 2020 all development would be required to divert 75 percent of solid waste pursuant to state regulations. Implementation of the project would be consistent with all state regulations. All projects in the City undergo development review prior to permit approval, which includes an analysis of project compliance with these programs. Therefore, the project would comply with all regulations related to solid waste, and impacts would not occur. No mitigation measures are required.

### **Existing Regulations that Reduce Potential Impacts**

There are no existing regulations related to utilities and service systems that are applicable to the project.

### **Mitigation Measures**

No mitigation measures related to utilities and service systems are required.

### **References**

Calrecycle Estimated Solid Waste Generation Rates (Calrecycle 2018a). Accessed:  
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

Calrecycle Jurisdiction Disposal Reporting System (Calrecycle 2018b). Accessed:  
<https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>

Calrecycle Solid Waste Information System (SWIS) Database (Calrecycle 2018). Accessed:  
<https://www2.calrecycle.ca.gov/swfacilities/directory>

City of Garden Grove 2015 Urban Water Management Plan. Accessed:  
<https://ggcity.org/pdf/pw/finalgardengroveuwpjune2016.pdf>

City of Garden Grove Lewis Street Reorganization Reorganization Between the City of Garden Grove and the City of Orange and Residential Project IS/MND (GG 2017). Accessed: <https://ggcity.org/city-files/gpa-001-2017initialstudymnd.pdf>

Orange County Sanitation Districts, Regional Sewer Service, Facts, and Key Statistics. Accessed:  
<http://www.ocsd.com/services/regional-sewer-service>

Sanitation Districts of Los Angeles County. Table 1, Loadings for Each Class of Land Use. Accessed:  
<https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>



**19. MANDATORY FINDINGS OF SIGNIFICANCE.**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less than Significant Impact with Mitigation Incorporated.** As described in Section 4, *Biological Resources*, the project site is developed, and no special status vegetation types or wildlife species are located on or adjacent to the project site. No potentially suitable habitat for special status plant or wildlife species is on or adjacent to the site. Additionally, the project site does not include riparian, wetland, grassland, woodland, or other natural areas. However, the project area contains 4 small ornamental trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. These bird species are protected during the avian nesting and breeding season, which occurs between February 1 and September 15. Therefore, Mitigation Measure BIO-1 has been included to require a nesting bird survey if construction commences during nesting season. Mitigation Measure BIO-1 would reduce potential impacts to a less than significant level.

Also, as described Section 5, *Cultural Resources*, and Section 17, *Tribal Cultural Resources*, the project site does not contain any historic resources, archaeological resources, known tribal cultural resources, or paleontological resources and the ground has been highly disturbed from past development. As a result, the potential for archaeological, tribal cultural, or paleontological resources on the site is low. However, Mitigation

Measures CUL-1, CUL-2, and TCR-1 have been included to ensure that any inadvertent discovery of potential resources during ground-disturbing activities would be less than significant.

**b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less than Significant Impact.** Cumulative impacts are defined as 2 or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The project site is currently developed and is located in an urban area. The project would redevelop the site for residential uses after it is vacated in May 2019. The proposed development is consistent with the General Plan Land Use designation, zoning designation, and surrounded by similar residential development.

As described above, all of the potential impacts related to implementation of the project would be less than significant or reduced to a less than significant level with implementation of mitigation measures related to biological resources, cultural resources, noise, and tribal cultural resources. The project would result in a reduction in vehicular trips, which would reduce traffic, air quality emission, GHG emissions, and vehicular noise in comparison to the existing use on the project site. In addition, the cumulative effect of the project is limited, due to the small scale and redevelopment nature of the project on land that has been previously disturbed. The project would rely on and can be accommodated by the existing road system, public parks, public services, and utilities. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than Significant Impact with Mitigation Incorporated.** The project consists of redevelopment of a previously developed site. The project would not consist of any use or any activities that would result in a substantial negative effect on any persons in the vicinity. All resource topics associated with the project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation, as previously detailed. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, with implementation of the mitigation measures that have been previously detailed.

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