Initial Study / Negative Declaration

West Grove Center Project

CEQA Lead Agency:

City of Garden Grove

Community and Economic Development Department
11222 Acacia Parkway
Garden Grove, CA 92840

Project Applicant:

Cinemas Management, Inc.
315 Rees Street
Playa Del Rey, CA 90293

CEQA Consultant:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine CA 92602

February 2020

GARDEN GROVE

NEGATIVE DECLARATION

Title of Project (including any commonly used name for the project): West Grove Center

Brief Description of Project: The Project is located on a 2.15-acre site and involves repurposing a former 33,375 sf bowling alley building to accommodate commercial uses, and the construction of a new 2,000 sf drive-thru coffee shop in the southeastern portion of the Project site. While specific tenants have not been identified, for purposes of analysis in this Initial Study/Negative Declaration, it is anticipated the existing building would accommodate a 12,082-sf anchor tenant, a 1,665-sf restaurant with drive-thru, a 2,792-sf restaurant, and a 2,757-sf restaurant. The eastern and southern portions of the existing building would be demolished to accommodate parking and the path of vehicular travel. At completion there would be 21,296 sf of building area on-site. Additionally, a shared 900-sf outdoor patio area would be provided for the in-line restaurants, and the drive-thru coffee shop would have a 300-sf outdoor patio area.

The Project site has a General Plan land use designation of Civic Institutional, and is zoned Planned Unit Development No. PUD-104-73 Rev. 2018. The Project involves: (1) a General Plan Amendment (GPA) (No. GPA-002-2021) to change the land use designation of the Project site from Civic Institutional to Light Commercial, (2) a Site Plan (No. SP-097-2021) to repurpose the existing vacant bowling alley building to accommodate four commercial tenants, and to construct a 2,000 square foot drive-thru coffee shop; and (3) an text amendment to PUD-104-73 (Rev. 2018/Rev. 2021) to expand the commercial uses permitted to include the uses permitted in the C-1 zoning district.

Project Location (see also attached map): The Project site is located at 12141 Valley View Street, in the western portion of the City of Garden Grove. The Project consists of one parcel, Assessor's Parcel Number (APN) 224-202-17. The Project site is located north of State Route (SR)-22, which forms the southern boundary of the City of Garden Grove in this area, and Interstate 405 (I-405). The SR-22 interchange with I-405 is approximately 1-mile southwest of the Project and is accessed from Valley View Street, which forms the eastern boundary of the Project site, and provides local access to the Project site.

Name of the Project Proponent: Cinemas Management, Inc.

Cortese List: The project ☐ does ☑ does not involve a site located on the Cortese list.

Finding: Pursuant to the California Environmental Quality Act, the City of Garden Grove has determined that the proposed project will not have a significant effect on the environment. The attached initial study documents the reasons supporting this finding.

Mitigation Measures: The Project would not result in any potentially significant impacts during construction or operation and no mitigation is required.

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LIST OF TECHNICAL APPENDICES

The documents identified below are included within the Technical Appendices to this Initial Study (IS) / Negative Declaration (ND), and are incorporated herein by reference pursuant to CEQA Guidelines Section (§)15150. These documents are included as part of this IS/ND and also are available for review at the City of Garden Grove, Community and Economic Development Department, 11222 Acacia Parkway, Garden Grove, CA 92840, by appointment, during regular business hours.

A. Air Quality, Greenhouse Gas, and Energy Assessment
B. Geotechnical Engineering Report
C. Phase I Environmental Ste Assessment
D. Preliminary Hydrology Study
E. Preliminary Stormwater Quality Management Plan
F. Noise Impact Analysis
G. Traffic Study & Parking Analysis

1.0 Introduction

This Initial Study (IS)/Negative Declaration (ND) evaluates the West Grove Center Project (hereafter referred to as "Project") proposed by Cinemas Management, Inc. (hereafter referred to as "Project Applicant"). In summary, and as further described in 3.0, Project Description, the Project involves redevelopment of the Project site, which would include repurposing the northern portion of the existing vacant bowling alley building for commercial uses, development of a stand-alone drive-thru coffee shop, and associated site improvements.

1.1 Purpose of this Document

The Project is the subject of analysis in this IS/ND pursuant to the California Environmental Quality Act (CEQA). The content of this IS/ND complies with the criteria, standards, and procedures of CEQA (California Public Resource Code § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 et seq.).

CEQA is a statewide environmental statute contained in California Public Resources Code §§ 21000-21177 that applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

As defined by CEQA Guidelines § 15367, the City of Garden Grove is the Lead Agency for the Project. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. The following discretionary approvals are required of the City of Garden Grove to implement the Project: a General Plan Amendment, a Site Plan, and an Amendment to a Planned Unit Development (PUD). These actions and other approval actions required of the City of Garden Grove and/or other governmental agencies to fully implement the Project are described in more detail in Section 3.7, Anticipated Approvals.

1.2 CEQA Requirements for Negative Declarations (NDs)

An ND is a written statement by the Lead Agency briefly describing the reasons why a Project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR) (CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of a ND or Mitigated Negative Declaration (MND) if (a) the IS prepared for a project shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) identifies potentially significant effects, but: (1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed ND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project as revised may have a significant effect on the environment (CEQA Guidelines § 15070).

In accordance with the CEQA Guidelines, it is appropriate for the City to adopt an ND for the Project because the Project would not result in potentially significant environmental impacts requiring revisions

to the Project or mitigation, as identified through the analysis present in Section 4.3, Evaluation of Environmental Impacts, of this IS/ND. Impacts would be considered less than significant.

1.3 Preparation and Processing of this Negative Declaration

The City of Garden Grove, Planning Services Division, directed and supervised the preparation of this IS/ND. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this IS/ND reflect the sole independent judgment of the City of Garden Grove. This IS/ND and Notice of Intent (NOI) to adopt the ND will be distributed to the following entities for a 20-day public review period: 1) organizations and individuals who have previously requested such notice writing to the City of Garden Grove, 2) responsible agencies and other potentially affected agencies; and, 3) the Orange County Clerk.

The NOI identifies the location(s) where the IS/ND and its associated Technical Appendices are available for public review. The environmental documentation is available for review on the City's website: https://ggcity.org/planning/environmental-documents and at the following location, by appointment

City of Garden Grove, Community and Economic Development Department
11222 Acacia Parkway
Garden Grove, CA 92840
(714) 741-5312

Hours: 7:30 AM to 5:30 PM Monday through Thursday; 7:30 AM to 5:00 PM Alternating Fridays

In addition, the NOI will be posted at the City of Garden Grove City Hall, at the Orange County Clerk/Recorder's office, and published in a newspaper of general circulation in the Project area. A 20-day public review period has been established for the IS and proposed ND in accordance with CEQA Guidelines § 15105(b). In reviewing the IS and ND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the potential environmental impacts. Comments on the IS and ND and the analysis contained herein may be sent to:

Maria Parra, Senior Planner
City of Garden Grove, Planning Services Division
11222 Acacia Parkway
Garden Grove, CA 92840
(714) 741-5316
mariap@ggcity.org

Following the 20-day public review period, the City of Garden Grove will review comment letters received and determine whether any substantive comments were provided that may warrant revisions to the IS/ND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), then the IS/ND will be finalized and forwarded to the City of Garden Grove Planning Commission and City Council for review as part of their deliberations concerning the Project. Public hearings will be held before the City's Planning Commission and City Council to consider the Project and the adequacy of this IS/ND; public comments will be heard and considered at the hearings. If no further environmental documentation is required, the City may adopt the ND. A Notice of Determination (NOD) will be filed with the County of Orange Clerk following approval of the Project and adoption of the ND.

2.0 Environmental Setting

2.1 Location of the Project Site

The approximately 2.15-acre Project site is located at 12141 Valley View Street, in the western portion of the City of Garden Grove. The Project consists of one parcel, Assessor's Parcel Number (APN) 224-202-17. Figure 2-1, Regional Location and Local Vicinity Map, depicts the regional and local vicinity of the Project site. Garden Grove is located in the western portion of Orange County, and is bordered to the north by the City of Anaheim, City of Stanton, and City of Cypress; to the east by the City of Orange; to the south and southeast by the City of Santa Ana; to the south by the City of Westminster and the City of Fountain Valley; to the west and southwest by the City of Seal Beach; and to the northwest by City of Los Alamitos. The Project site is located north of State Route (SR)-22, which forms the southern boundary of the City of Garden Grove in this area, and Interstate 405 (I-405). The SR-22 interchange with I-405 is approximately 1-mile southwest of the Project and is accessed from Valley View Street, which forms the eastern boundary of the Project site, and provides local access to the Project site.

2.2 CEQA Requirements for Environmental Setting and Baseline Conditions

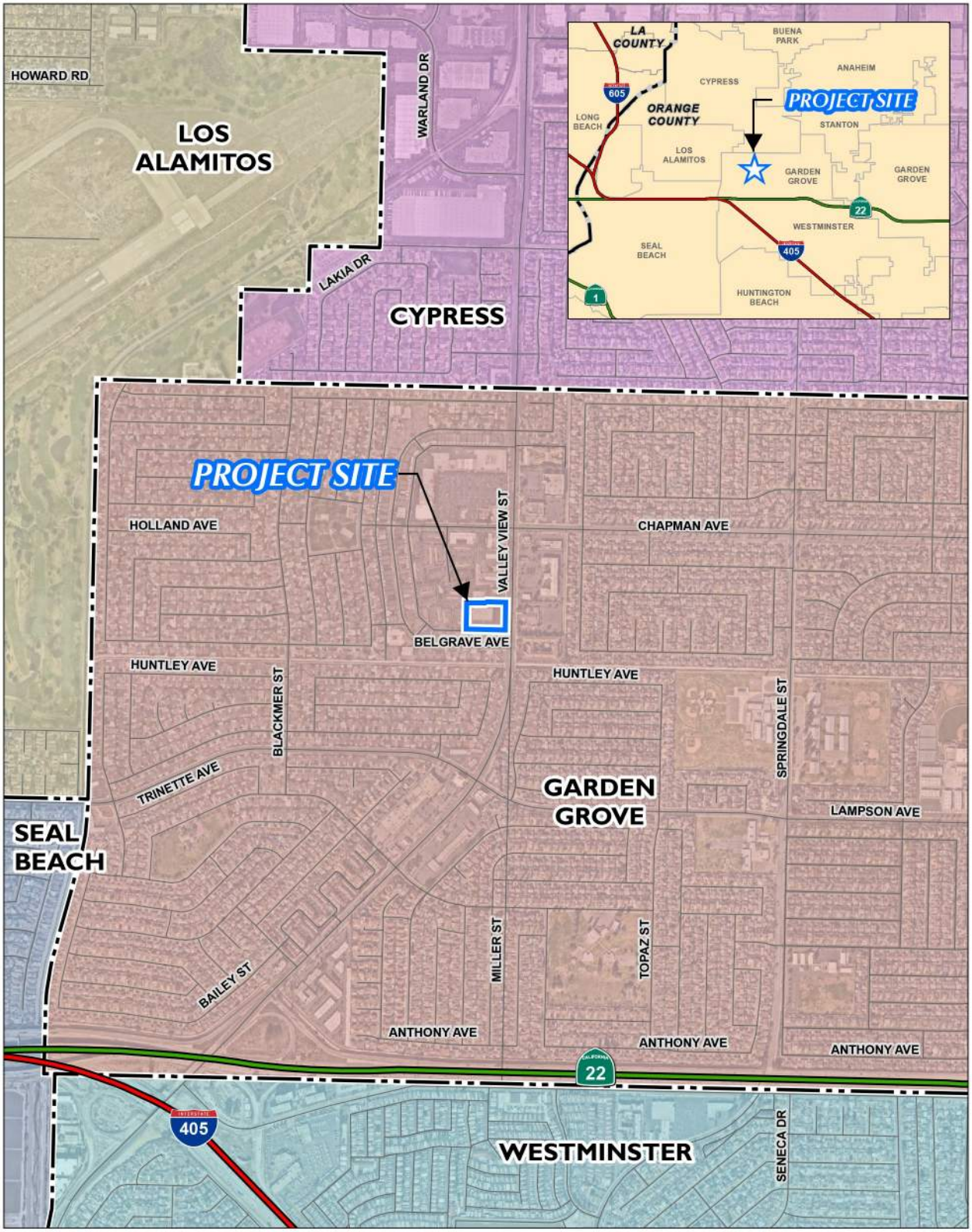
CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a Project must be compared. "Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced…" (CEQA Guidelines § 15125(a)(1)). The IS prepared for the Project determined that an ND is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation (NOP). Thus, the environmental setting for the Project as presented in this IS represents the condition when the analysis was commenced. The baseline condition for environmental review throughout this IS/ND is the vacant building (previously occupied by a bowling alley) and associated surface parking, which are currently located on the Project site. The bowling alley ceased operations in early 2018 and has remained vacant since closing.

2.3 Existing Site Conditions and Area Characteristics

As shown on Figure 2-2, Aerial Photograph, under existing conditions, the majority of the Project site is developed with a 33,375 square foot (sf) building formerly occupied by a bowling alley and surface parking, which surrounds the building. Site access is provided from driveways along Valley View Street and the public alley that forms the southern Project site boundary. Existing landscaping on-site is limited to several trees (in the north and south parking areas) and some shrubs near the rear entrance to the building. There are also street trees in the public right-of-way along Valley View Street.

As shown on Figure 2-2, there are existing commercial uses north of the Project site, including the 251-seat 4 Star Cinemas, which is attached to the northern side of the vacant bowling alley building, and multi-family residential uses to the west. The parcels to the north and west of the Project site are part of the same Planned Unit Development (PUD)[1] as the Project site, which encompasses 17.67 acres (5.8 acres for commercial and 12 acres for residential) and is further discussed below. Previously approved

[1] A Planned Unit Development (PUD) is a precise plan, adopted by ordinance, that provides the means for the regulation of buildings, structures and uses of land in order to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code.



Source(s): ESRI, Nearmap Imagery (2020), OC Public Works (2020)

Figure 2-1

0 350 700 1,400 Feet

Regional Location and Local Vicinity Map

Source(s): ESRI, Nearmap Imagery (2020), OC Public Works (2020)

Figure 2-2

0 50 100 200 Feet

Aerial Photograph

redevelopment activities on the parcels to the north of the Project site were recently completed, including a drive-thru restaurant (Jack in the box), and an automatic car wash.

There are multi-family residential uses to the southwest of the Project site. A church is located east of the Project site across Valley View Street, commercial uses are located to the northeast, and senior apartments are located to the southeast. Orange County Fire Authority (OCFA) Fire Station 84 is located south of the Project site, south of the alley.

2.4 City of Garden Grove General Plan and Zoning

The Project site has a "Civic/Institutional" land use designation in the City's General Plan, which is intended to provide educational uses such as elementary, middle, and high schools, colleges, universities, hospitals, and governmental facilities. General Plan land use designations for the area surrounding the Project site are as follows: Residential/Commercial Mixed Use 2 to the north and east, Medium Density Residential to the west/southwest, and Low Density Residential to the south (fire station-site).

The Project site, along with the parcels to the north and west, is zoned "PUD-104-73". PUD-104-73 was originally adopted in 1973 and was revised in 2018 to amend the uses permitted on the parcels to the north of the Project site (12101 and 12111 Valley View Street) to facilitate development of an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant. Existing PUD-104-73 Rev. 2018 establishes the zoning and allowed uses on the Project site (a 32-lane bowling alley). The area to the south of the Project site (south of the alley) is zoned R-3 (Multiple-Family Residential) and R-1-6 (Single-Family Residential), and the area to the east is zoned C-2 (Community Commercial).

3.0 Project Description

Cinemas Management, Inc. is the Project Applicant and is proposing to redevelop the Project site. The Project involves a General Plan Amendment, Site Plan, and Amendment to PUD No. PUD-104-73 Rev. 2018, to allow for redevelopment of the 2.15-acre Project site located at 12141 Valley View Street in the City of Garden Grove. The Project involves repurposing the former 33,375 sf bowling alley building to accommodate commercial uses and the construction of a new 2,000 sf drive-thru coffee shop in the southeastern portion of the Project site. While specific tenants have not been identified, based on the site plan presented in Figure 3-1, Conceptual Site Plan, the existing building would accommodate a 12,082-sf anchor tenant, a 1,665-sf restaurant with drive-thru, a 2,792-sf restaurant, and a 2,757-sf restaurant. The southern and eastern portion of the existing building would be demolished to accommodate parking and the path of vehicular travel. At completion there would be 21,296 sf of building area on-site. Additionally, a shared 900-sf outdoor patio area would be provided for the in-line restaurants, and the drive-thru coffee shop would have a 300-sf outdoor patio area. Figure 3-1 also depicts the site plan for the commercial development to the north, which was recently redeveloped in accordance with PUD-104-73 Rev. 2018 (approved by the City in 2018). As identified through the analysis presented in Section 4.3, Evaluation of Environmental Impacts, construction and operation of the Project would comply with applicable provisions of local and state regulations including, but not limited to, State building codes, the City's Municipal Code and building regulations, development requirements outlined in the proposed amendments to PUD-104-73 Rev. 2018, and Orange County Fire Authority (OCFA) regulations. A description of the proposed physical and operational components of the Project is provided below.

3.1 Building and Site Design

The Project has been designed to be visually compatible with architectural elements of the recently completed commercial uses north of the Project site. Most of the former bowling alley structure would be retained, including the roof structure and concrete slab. Conceptual building elevations are provided on Figure 3-2, Conceptual Building Elevations, and conceptual building renderings are provided on Figure 3-3, Conceptual Building Renderings. As shown on these figures, the buildings would be one-level with varied roof lines and articulation to provide visual interest and avoid monotony. The proposed new facade for the eastern elevation of the former bowling alley building, as viewed from Valley View Street, would range from 21.5 feet to up to approximately 27 feet tall at the top of parapet, including a steel canopy roof feature. As shown on Figure 3-2 and Figure 3-3, exterior building materials that would be used for the new eastern facade and other new building elements include, but are not limited to, smooth stucco and cement board siding, glazed glass storefront openings, decorative metal panels, metal canopy structures and doors, and aluminum features. A trellis system would also be installed around the openings along the southern facade. The proposed drive-thru coffee shop would be a new building up to 24.25 feet tall at the top of parapet, also including a steel canopy roof feature with similar architectural features as the renovated bowling alley building.

TOTAL SITE AREA: 211613 S.F. 4.86 ACRES

TOTAL BUILDING AREA: 38420 S.F.

F.A.R. 0.18

BUILDING AREA & PARKING SUMMARY:		REQUIRED PARKING:	
STARLIGHT CINEMA	251 SEATS	0.3 / SEAT	75 STALLS
JACK IN THE BOX	1870 S.F.	10 / 1000	19 STALLS
PATIO	200 S.F.	10 / 1000	2 STALLS
CARWASH	4241 S.F.	5 x (120/20)	30 SPACES+3 EMPLOYEE FOR STACKING & DRYING
ANCHOR	12082 S.F.	5 / 1000	61 STALLS
RESTAURANTS/RETAIL	7214 S.F.	10 / 1000	73 STALLS
PATIO	900 S.F.	10 / 1000	9 STALLS
DT QUEUE	4 CARS		
DT COFFEE SHOP	2000 S.F.	10 / 1000	20 STALLS
PATIO	300 S.F.	10 / 1000	3 STALLS
DT QUEUE	4 CARS		

TOTAL LANDSCAPE AREA: 24,034 S.F. 13.9% OF SITE

PARKING SUMMARY	PROVIDED:		
STANDARD	209 STALLS		
COMPACT	29 STALLS		
VACUUME	18 STALLS		
ADA	10 STALLS		
CAV	6 STALLS		
EV	18 STALLS	PROVIDED	REQUIRED:
TOTAL:	290 STALLS	290+28=318	295
CARWASH QUEUE	16 CARS		
JIB DT QUEUE	4 CARS		
COFFEE SHOP QUEUE	4 CARS		
RESTAURANT DT QUEUE	4 CARS		

PHASE 1 PARCEL AREA: 118007 S.F. 2.71 ACRES

TOTAL BUILDING AREA: 17124 S.F.

F.A.R. 0.15

BUILDING AREA & PARKING SUMMARY:		REQUIRED PARKING:	
STARLIGHT CINEMA	251 SEATS	0.3 / SEAT	75 STALLS
JACK IN THE BOX	1870 S.F.	10 / 1000	19 STALLS
PATIO	200 S.F.	10 / 1000	2 STALLS
CARWASH	4241 S.F.	5 x (120/20)	30 SPACES+3 EMPLOYEE FOR STACKING & DRYING

PARKING SUMMARY	PROVIDED:		
STANDARD	111 STALLS		
COMPACT	24 STALLS		
VACUUME	18 STALLS		
ADA	6 STALLS		
CAV	6 STALLS		
EV	10 STALLS	PROVIDED	REQUIRED:
TOTAL:	175 STALLS	175+16+4=195	129 STALLS
CARWASH QUEUE	16 CARS		
JIB DT QUEUE	4 CARS		

TOTAL LANDSCAPE AREA: 12,807 S.F. 12.7% OF SITE

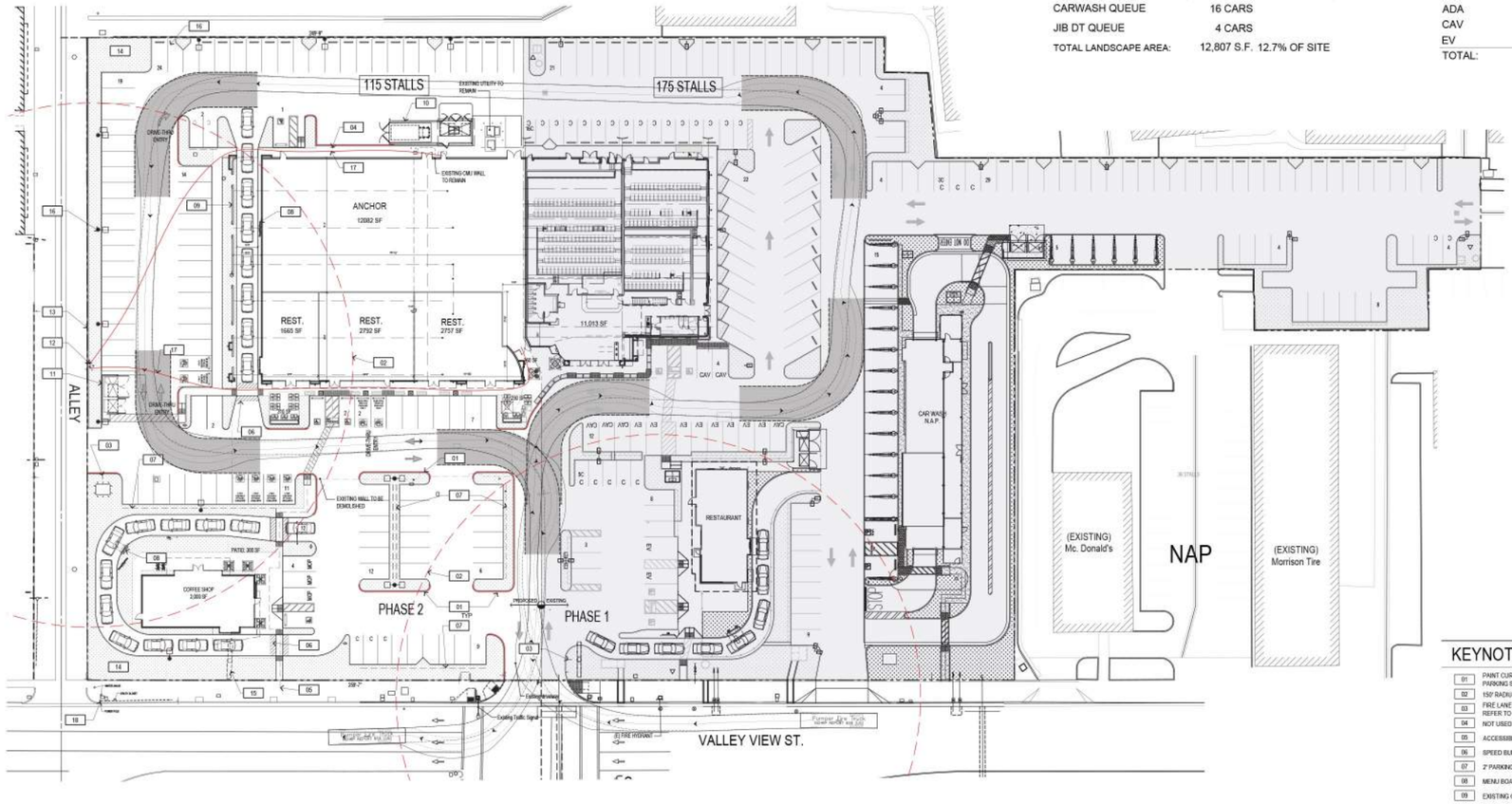
PHASE 2 PARCEL AREA: 93606 S.F. 2.15 ACRES

TOTAL BUILDING AREA: 21296 S.F.

F.A.R. 0.23

BUILDING AREA & PARKING SUMMARY:		REQUIRED PARKING:	
ANCHOR	12082 S.F.	5 / 1000	61 STALLS
RESTAURANT	1665 S.F.	10 / 1000	17 STALLS
RESTAURANT	2792 S.F.	10 / 1000	28 STALLS
RESTAURANT/ RETAIL	2757 S.F.	10 / 1000	28 STALLS
PATIO	900 S.F.	10 / 1000	9 STALLS
DT QUEUE	4 CARS		
DT COFFEE SHOP	2000 S.F.	10 / 1000	20 STALLS
PATIO	300 S.F.	10 / 1000	3 STALLS
DT QUEUE	4 CARS		

PARKING SUMMARY	PROVIDED:		
STANDARD	98 STALLS		
COMPACT	5 STALLS		
ADA	4 STALLS		
CAV	0 STALLS		
EV	8 STALLS	PROVIDED	REQUIRED:
TOTAL:	115 STALLS	115+4+4=123	167 STALLS



1 - ADMINISTRATION

ALL WORK SHALL BE IN CONFORMANCE WITH THE CODES IDENTIFIED IN THE GOVERNING CODES SECTION LISTED BELOW

2019 CALIFORNIA BUILDING CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA MECHANICAL CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA PLUMBING CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA ELECTRICAL CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA FIRE CODE AND JURISDICTIONAL AMENDMENTS
2019 CALIFORNIA ENERGY CODE AND JURISDICTIONAL AMENDMENTS

CITY OF GARDEN GROVE BUILDING REGULATIONS

CITY OF GARDEN GROVE FIRE DEPARTMENT

2 - OCCUPANCY

A. PRIMARY OCCUPANCY (CHAPTER 3): A-1 (12,082 SF), 1 STORY ANCHOR
B. ADDITIONAL OCCUPANCIES: A-2 (7,214 SF) 1 STORY RESTAURANTS

3 - BUILDING AREA AND ALLOWABLE NUMBER OF FLOORS

A. CONSTRUCTION TYPE (CHAPTER 5): III-B
B. FULLY SPRINKLERED PER CHAPTER 9: YES
C. ALLOWABLE: 34,000 SF PER 506.2 FOR A-1 OCCUPANCY WITH SPRINKLER SYSTEM
D. ACTUAL: 19,082 SF
E. ALLOWABLE NUMBER OF FLOORS: 3 STORIES FOR A-1 OCCUPANCY S(WITHOUT AREA INCREASE)
F. ACTUAL NUMBER OF FLOORS: 1 STORY

4 - OCCUPANCY SEPARATIONS

A. BUILDING IS CLASSIFIED AS NON-SEPARATED PER SECTION 508.3
NO OCCUPANCY SEPARATIONS REQUIRED

5 - TYPE OF CONSTRUCTION

A. CONSTRUCTION TYPE (SEC. 602): TYPE III-B
B. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS (TABLE 601):
a. PRIMARY STRUCTURE 0 HR
b. EXTERIOR BEARING WALL 2 HR
c. INTERIOR BEARING WALL 0 HR
d. EXTERIOR WALLS (< 10 FEET FIRE SEPARATION - TABLE 602) 1 HR
e. EXTERIOR WALLS (10 FEET OR MORE FIRE SEPARATION TABLE 602) 0 HR
f. INTERIOR NON-BEARING WALL 0 HR
g. FLOOR CONSTRUCTION & ASSOC. SECONDARY MEMBERS 0 HR
h. ROOF CONSTRUCTION & ASSOC. SECONDARY MEMBERS 0 HR

PORTIONS OF THE PROJECT THAT ARE DEFERRED SHALL BE SUBJECT TO THE CODES, STANDARDS, AND OTHER APPLICABLE REQUIREMENTS IN FORCE ON THE DATE THAT THE DEFERRED PLAN IS SUBMITTED TO OCFA.

KEYNOTES

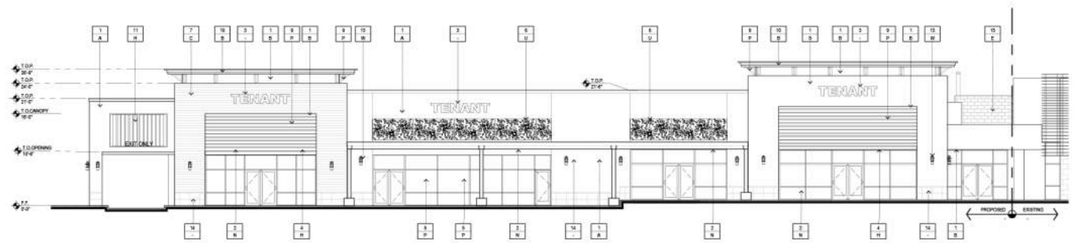
01	PAINT CURBS RED AT ALL CURBS NOT ASSOCIATED WITH A PARKING SPACE, TYPICAL. SEE DETAIL C, SHEET 01A	10	(E) TRASH ENCLOSURE
02	150' RADIUS FOR FIRE HYDRANT	11	NEW TRASH ENCLOSURE
03	FIRE LANE ENTRANCE SIGN (AT EVERY VEHICLE ENTRY POINT) REFER TO DETAILS B & D ON SHEET 01A	12	(E) FIRE HYDRANT
04	NOT USED	13	NEW 4' HIGH CMU WALL ALONG PROPERTY LINE
05	ACCESSIBLE PATH OF TRAVEL	14	MODULAR WETLAND PER CIVIL DWG'S
06	SPEED BUMP	15	(E) PYLON SIGN TO REMAIN
07	2' PARKING OVERHANG	16	NEW LIGHT POLE
08	MENU BOARD	17	FIRE HOSE PULL <300'
09	EXISTING CMU WALL TO REMAIN	18	(E) POWER POLE, NO POWER OR DATA CONNECTION TO PROPERTY

Source(s): Architect Orange (12-21-2020)

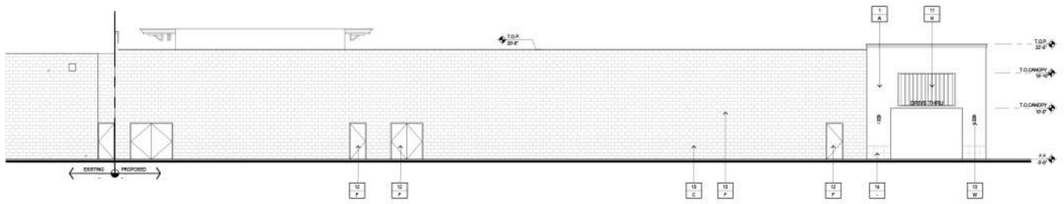
Figure 3-1

Not to Scale

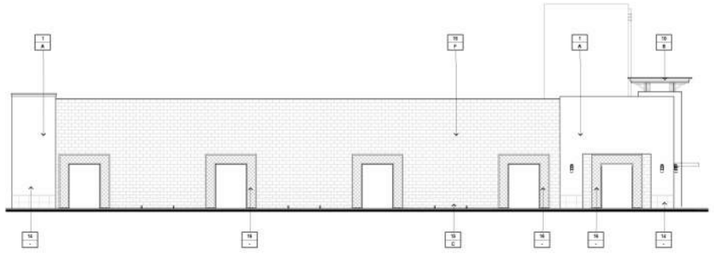
Conceptual Site Plan



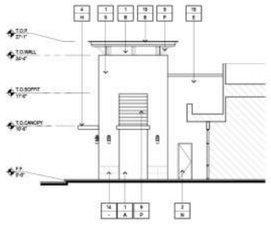
PROPOSED EAST ELEVATION



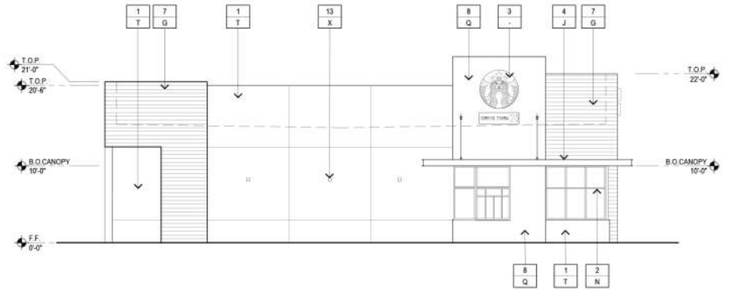
PROPOSED WEST ELEVATION



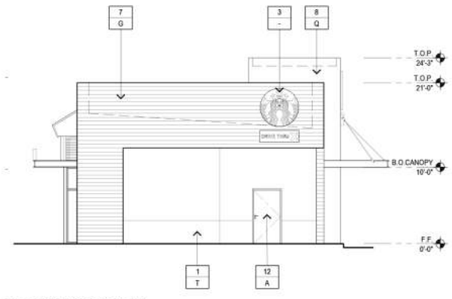
PROPOSED SOUTH ELEVATION



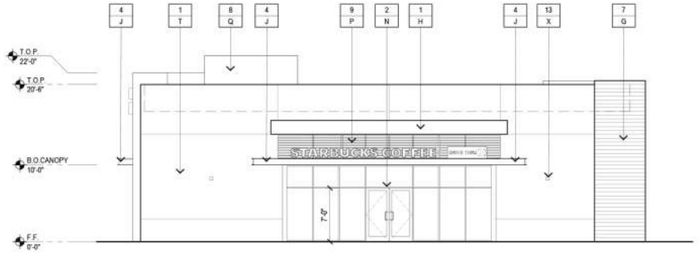
PROPOSED NORTH ELEVATION



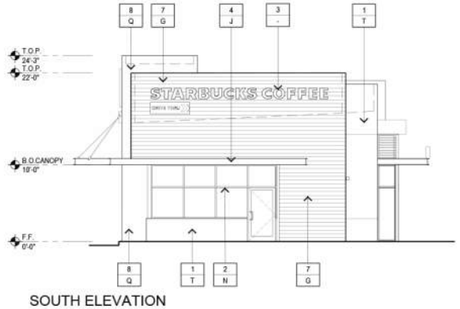
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

FINISH SCHEDULE - MATERIAL

1	SMOOTH EXTERIOR CEMENT PLASTER SYSTEM: COLORTEK PM SMOOTH COAT O/ CRACK ISOLATION SYSTEM O/ OMEGA DIAMOND WALL ONE COAT SYSTEM O/ MEGA METAL LATH O/ 2 LAYERS OF BUILDING PAPER.
2	ANODIZED ALUMINUM STOREFRONT SYSTEM - CLEAR DUAL INSULATED GLAZING, EXTERIOR PANE TEMPERED, TYP. ALL GLAZING, BOTH PANES TEMPERED WHERE INDICATED ON ELEVATIONS.
3	SIGNAGE N.I.C. UNDER SEPARATE PERMIT. PROVIDE DEDICATED SIGN CIRCUIT J-BOX AND CONDUIT. PROVIDE BLOCKING IN WALL AS REQUIRED.
4	METAL CANOPY STRUCTURE
5	ALUMINUM TRELLIS AND CANOPY STRUCTURE WITH DECORATIVE METAL PANEL IN-FILL (SEE ROOF PLAN AND REFLECTED CEILING PLAN) CONTRACTOR TO PROVIDE SHOP DRAWINGS & MOCKUP FOR REVIEW PRIOR TO FABRICATION
6	DECORATIVE METAL PANEL.
7	HARDI BOARD FIBER CEMENT BOARD SIDING
8	NICHIHA FIBER CEMENT BOARD SIDING
9	ANODIZED ALUMINUM SLAT/ WALL CLADDING/TRIM/BRACKETS/LOUVER
10	EIFS
11	BERRIDGE TEE-PANEL STANDING SEAM METAL PANEL SYSTEM (OR EQUAL)
12	HOLLOW METAL DOOR.
13	EXTERIOR SCONCE LIGHT
14	PRECAST CONCRETE BASE
15	EXISTING CMU WALL
16	TRELLIS SYSTEM - GREEN SCREEN ATTACHED TO THE EXTERIOR WALL. PROVIDE BLOCKING WITHIN WALL AS REQUIRED FOR ATTACHMENT. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR REVIEW PRIOR TO FABRICATION.

FINISH SCHEDULE - FINISH

A	SHERWIN WILLIAMS PAINT #SW 7016 - MINDFUL GRAY
B	SHERWIN WILLIAMS PAINT #SW 7069 - IRON ORE
C	SHERWIN WILLIAMS PAINT #SW 7045 - INTELLECTUAL GRAY
D	SHERWIN WILLIAMS PAINT #7655 - STAMPED CONCRETE
E	SHERWIN WILLIAMS PAINT #SW 7068 - GRIZZLE GRAY
F	SHERWIN WILLIAMS PAINT #9165 - GOSSAMER VEIL
G	SHERWIN WILLIAMS PAINT #9161 - DUSTBLU
H	SHERWIN WILLIAMS PAINT #SW MANNIX BRONZE
J	SHERWIN WILLIAMS PAINT #SW7757 -HIGH REFLECTIVE WHITE
L	SHERWIN WILLIAMS PAINT #SW -
M	SHERWIN WILLIAMS PAINT #SW -
N	ARCADIA STOREFRONTS - STANDARD DARK BRONZE AB-6
P	KNOTWOOD -GRAIN COLOR : ROYAL OAK
Q	NICHIHA - VINTAGEWOOD - SPRUCE
R	ARCADIA STOREFRONTS - STANDARD DARK BRONZE AB-6
S	OMEGA - 414 CLOUD COVER
T	OMEGA - 35 CLOUD GREY
U	PARASOLEIL, LEMONDROP PATTERN - "DBZ" DEEP BRONZE PATINA CONTACT HEDDI CREEKMUR 858-945-7915 hdesignsource@gmail.com I www.hdesignsource.com
V	PARASOLEIL, LEMONDROP PATTERN - "PPK" PIKES PEAK CONTACT HEDDI CREEKMUR 858-945-7915 hdesignsource@gmail.com I www.hdesignsource.com
W	MODERN FORM - BALTHUS
X	SYSTEMALUX

Source(s): Architect Orange (10-12-2020)

Figure 3-2

Not to Scale

Conceptual Building Elevations

Source(s): Architect Orange (10-12-2020)

Figure 3-3

Not to Scale

Conceptual Building Renderings

3.2 Circulation and Parking

3.2.1 Vehicular Circulation

As shown in Figure 3-1, access to the Project site would be provided from an existing full access signalized driveway on the Project's eastern boundary along Valley View Street. Existing unrestricted site access from the alley south of the Project site would be replaced with a full access driveway along the southern boundary of the Project site. Access to the Project site would also be provided through driveways located north of the site that are provided as access for the larger redevelopment site. The drive-thru lanes for the in-line restaurant and stand-alone coffee shop have been designed to comply with the City's Parking and Queuing for Drive Through Restaurants (Standard B-12), which includes requirements for queuing, parking aisle orientation, and a requirement to maintain a clear circulation pattern within the site in order to provide sufficient queuing so as not to obstruct internal site circulation. The design and circulation of Project's drive-thru lanes for the in-line restaurant and stand-alone coffee shop have been reviewed by the City's Engineering Division to confirm adherence to the City's requirements. The on-site circulation system has also been designed to accommodate emergency vehicle access, pursuant to OCFA requirements.

3.2.2 Non-Vehicular Circulation

Pedestrian connections to the existing sidewalk on the west side of Valley View Street would be provided by a walkway accessed near the main entrance of the drive-thru coffee shop building (refer to Figure 3-4, Conceptual Landscape Plan). The existing sidewalk along the Project frontage on Valley View Street would remain in place and would provide safe and efficient access to/from the Project site from existing uses in the area, and bus stops along Valley View Street and Belgrave Avenue (south of the fire station).

3.2.3 Parking

Consistent with existing conditions, surface parking would surround the on-site buildings. A total of 123 parking stalls would be provided. The parking provided includes four accessible spaces and eight electric vehicle spaces. The parking standards outlined in Section 9.16.040.150, Parking Spaces Required, of the City of Garden Grove Municipal Code, require a minimum of 166 parking spaces for the Project; therefore, the 123 spaces provided by the Project would not meet the City's parking requirements. However, a portion of the Project's required parking spaces would be accommodated by parking provided within the overall redevelopment site shared with the parcel to the north at 12101 and 12111 Valley View Street. As shown on Figure 3-1, 318 parking stalls would be provided within the overall integrated development compared to the City-required 295 parking spaces for the existing and proposed uses. Therefore, the City's parking requirements would be exceeded. A reciprocal parking agreement would be required to ensure that the parking for the Project remains available for the life of the Project.

3.3 Landscape, Walls, Signage, and Lighting

As shown in Figure 3-4, the Project would include new landscaping consisting of ornamental trees, shrubs, and ground cover throughout the Project site. Notably trees would be would be planted along the western, southern and eastern site perimeter and in the parking islands. Existing landscaping would be removed. Existing street trees would remain in place; however, as a condition of approval the City's Engineering Department would require the tree wells for the existing street trees be enlarged and three additional trees be planted. Approximately 11,456 sf of landscaping would be provided, representing approximately 12.2 percent of the Project site.

FEATURE LEGEND:

1. STARLIGHT CINEMA PHASE 1 BUILDINGS PER ARCHITECT'S PLANS.
2. NEW BUILDINGS PER ARCHITECT'S PLANS.
3. TRASH ENCLOSURES PER SITE PLAN.
4. ENHANCED CONCRETE PAVING PER PHASE 1.
5. NEW CONCRETE WALKWAYS.
6. LIGHT POSTS PER SITE PLAN.
7. NEW TABLES AT OUTDOOR DINING AREA.
8. EXISTING WALL WITH EXISTING VINE TO REMAIN.
9. ADA HANDICAP PARKING PER ARCHITECT'S PLANS.
10. MODULAR WETLAND WITH COMPLIANT PLANTING.
11. HEDGE PLANTING.
12. ADA COMPLIANT ACCESS WALKWAY.
13. EXISTING PROJECT SIGNAGE PER ARCHITECT'S PLANS.
14. NEW VINE POCKET PLANTERS.
15. NEW TREE WELL.
16. NEW BIKE RACK
17. ELECTRICAL UTILITIES PER OTHERS.
18. WHEEL STOP PER ARCHITECT'S PLANS.
19. ELECTRIC VEHICAL PARKING PER ARCHITECTS PLANS.
20. CURB RAMP WITH TRUNCATED DOMES PER ARCHITECT'S PLANS.
21. ADA PATH OF TRAVEL
22. OVERHEAD SHADE STRUCTURE FOOTING PER ARCHITECT'S PLANS.

PLANT SCHEDULE

TREES	NUMBER	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	T-01	Lagerstroemia x `Tuscarora`	Crape Myrtle Coral Pink	24" Box	Per Plan	Standard	M	11
	T-02	Phoenix dactylifera	Date Palm	10` B.T.H.	Per Plan	---	L	3
	T-03	Podocarpus gracilior	Fern Pine	24" Box	Per Plan	Standard	M	21
	T-04	Syagrus romanzoffiana	Queen Palm	10` B.T.H.	Per Plan	---	M	8
	T-05	Melaleuca quinquenervia	Cajeput Tree	24" Box	Per Plan	---	L	4

HEDGE PLANTING	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Callistemon `Little John`	Little John Dwarf Bottlebrush	15 Gal.		---	L	
	Podocarpus macrophyllus 'Maki'	Shrubby Yew Pine	15 Gal.		---	M	

MODULAR WETLANDS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Leymus condensatus `Canyon Prince`	Native Blue Rye	1 Gal.	18" O.C.	---	L	

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Aloe striata	Coral Aloe	5 Gal.		---	L	
	Callistemon `Little John`	Little John Dwarf Bottlebrush	5 Gal.		---	L	
	Hesperaloe parviflora `Brakelights` TM	Brakelights Red Yucca	3 Gal.		---	VL	
	Rhamnus californica `Little Sur`	Little Sur Coffeeberry	5 Gal.		---	L	

SHRUB AREAS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Juncus patens `Elk Blue`	Spreading Rush	1 Gal.	18" O.C.	---	L	
	Sansevieria trifasciata `Laurentii`	Mother-In-Law's Tongue	2 Gal.	18" O.C.	---	L	

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Carex tumulicola	Berkeley Sedge	1 Gal.	18" O.C.	---	L	
	Dianella revoluta `Little Rev`	Little Rev Flax Lily	1 Gal.	18" O.C.	---	L	
	Senecio serpens	Blue Chalksticks	1 Gal.	18" O.C.	---	L	

VINES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE	QTY
	Ficus pumila	Creeping Fig	15 Gal.	Per Plan	---	M	
	Distictis buccinatoria	Red Trumpet Vine	15 Gal.	Per Plan	---	M	

WATER EFFICIENT LANDSCAPE WORKSHEET

Non-Residential Landscape Projects

Reference ETo for the area **ETo=** 47.2

Estimated Total Water Use (ETWU):

ETWU is calculated using the following formula: (Eto) (.62) (ETAF) (LA), where ETWU ETAF if PF/IE

Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Landscape Area	Estimated Total Water Use (ETWU) gallons/yr
Regular Landscape Areas							
HZ1 - Low Shrub	0.2	Dripline	0.81	0.25	7,170	1770	51808
HZ2 - Mod Shrub	0.5	Dripline	0.81	0.62	3,961	1890	59295
HZ3 - Mod Tree	0.5	Bubbler	0.81	0.62	1,225	756	22129
				Totals	11,456	4416	
Estimated Total Water Use in gallons per year, ETWU Total							129231
Maximum Annual Water Allowance in gallons per year, MAWA Total							150862
MAWA calculation: (Eto) (.62) ((ETAF x LA) + ((1-ETAF) x S) where Non-Residential MAWA ETAF factor is 0.45						MAWA - ETWU=	21631

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	4416
Total Area	11,456
Average ETAF	0.39

Average ETAF for Regular Landscape Areas must be 0.45 or below for non-residential areas.

All Landscape Areas

Total ETAF x Area	4416
Total Landscape Area (LA)	11,456
Sitewide ETAF	0.39

Source(s): Architect Orange (10-12-2020)

Figure 3-4

Not to Scale

Conceptual Landscape Plan

There is an existing approximately 250-foot-long concrete masonry unit (CMU) wall along the west side of the Project site that would remain in place with implementation of the Project, and a new 4-foot-high CMU wall would be installed along the south side of the Project site (west of the proposed driveway). The existing CMU wall along the Valley View Street would be removed.

Signage would be designed to comply with the City's signage regulations (City Municipal Code Chapter 9.20) and would include new exterior building signs (referred to as wall signs) for the proposed restaurants, anchor tenant, and drive-thru coffee shop. The existing pole sign would remain along Valley View Street.

New exterior lighting, including pole mounted lights in the parking areas, would be provided on-site for safety and security and to accent the landscaping, project signage, light walkways, and driveways. The new lighting would be focused on the Project site, shielded from off-site areas, and would be compliant with the City's lighting regulations.

3.4 Utility Infrastructure Improvements

Municipal and private utility services necessary to serve the Project are currently available on-site or in Valley View Street. The utility lines and associated facilities serving the existing building would remain, and new utility infrastructure would be installed to serve the proposed stand-alone coffee shop building. Additionally, drainage and water quality treatment facilities would be installed as necessary to comply with current drainage and water quality regulations. No new or expanded utility lines or facilities are required off-site, except as needed for any new utility connections. The final sizing and design of on-site facilities would occur during final design. The physical impacts that would result from installation of utility infrastructure are analyzed in this IS/ND. Existing and proposed utility infrastructure is described below.

- **Water.** Water service to the Project site is available through an existing water line within Valley View Street that is owned and maintained by the Garden Grove Public Works Department, Water Services Division (GGPWD, WSD). There are existing fire hydrants along Valley View Street and the alley south of the Project site that would continue to serve the Project site.
- **Sewer.** Sewer service to the Project site is available through an existing sewer line within Valley View Street that is owned and maintained by Garden Grove Sanitation District (GGSD).
- **Drainage and Water Quality Features.** Under existing conditions, runoff predominantly discharges from the site via sheet flow. The northern portion of the site sheet flows untreated to Valley View Street and continues south along the roadway before reaching a catch basin that discharges to a concrete channel that flows to the Bolsa Chica Channel. The southern portion of the Project site sheet flows untreated to a valley gutter where flows discharge to the alley south of the Project site and continues west to a trench drain located in the existing residential area. (KPFF, 2020a)

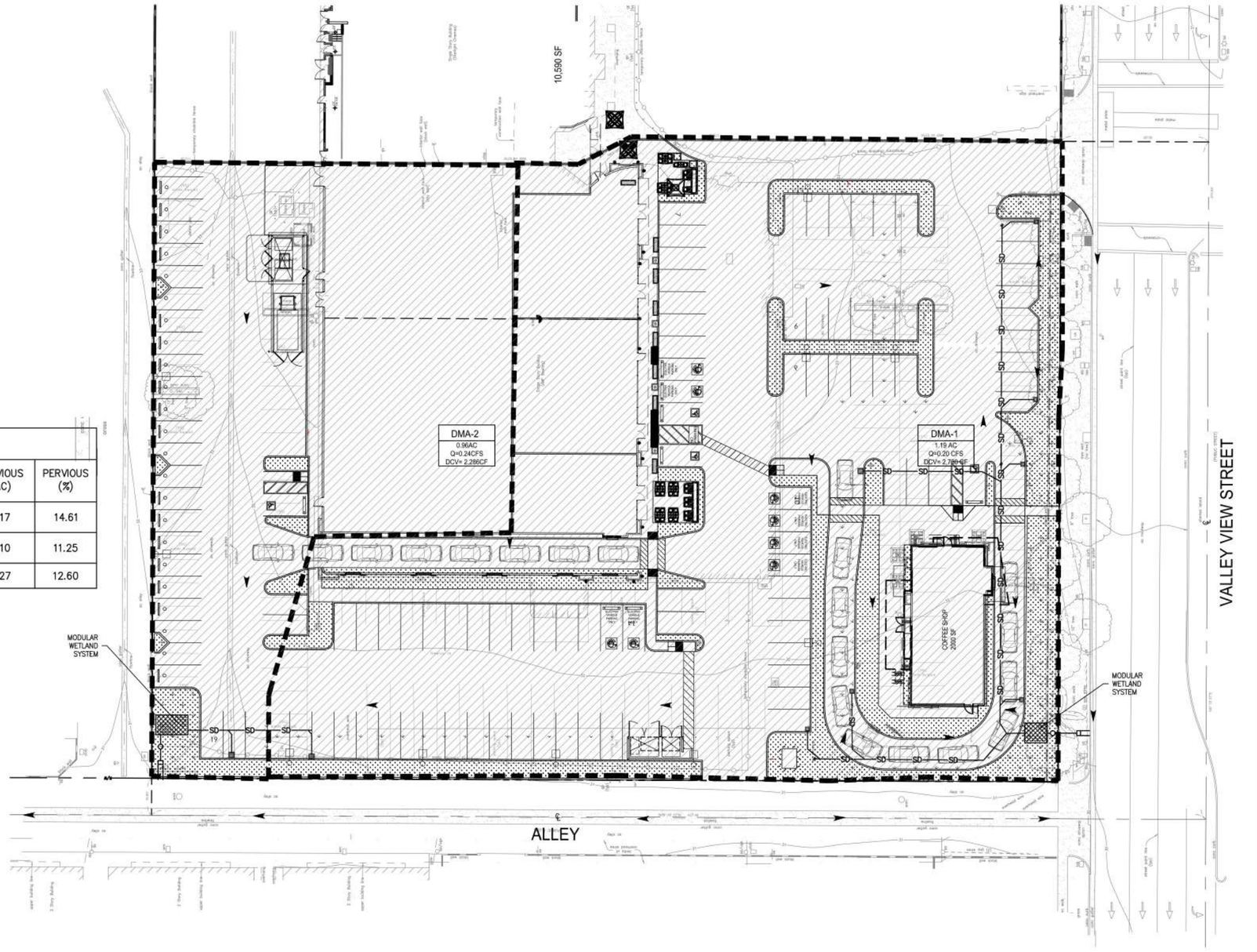
  There are two drainage management areas (DMA 1 and DMA 2) on-site and runoff flows in the southern and eastern direction in both the pre- and post-development condition. Under the developed condition, stormwater runoff would sheet flow to new curb and gutters, would be collected by catch basins, and would be conveyed through on-site 8-inch storm drain pipes to modular wetland systems before discharging via a pump system through parkway drains to Valley View Street (DMA 1) and the alley (DMA 2). The modular wetland system would treat stormwater runoff, and would be sized based on the treatment flow calculated per Orange County modified rational method. (refer to Figure 3-5, Proposed Water Quality Mitigation Plan). (KPFF, 2020a)

LEGEND

- PROPERTY LINE
- DRAINAGE AREA BOUNDARY
- SD — PROPOSED STORM DRAIN LINE
- PROPOSED SURFACE RUNOFF
- PROPOSED CATCH BASIN
- MODULAR WETLAND SYSTEM
- PROPOSED IMPERVIOUS HARDSCAPE AREA
- PROPOSED PERVIOUS LANDSCAPE AREA

PROPOSED ON-SITE LID SUMMARY

	TOTAL (FT^2)	TOTAL (AC)	IMPERVIOUS (FT^2)	IMPERVIOUS (AC)	IMPERVIOUS (%)	PERVIOUS (FT^2)	PERVIOUS (AC)	PERVIOUS (%)
DMA-1	51836.40	1.19	44,264.45	1.02	85.39	7571.95	0.17	14.61
DMA-2	41817.60	0.96	37,590.52	0.86	88.75	4227.08	0.10	11.25
SITE	93654.00	2.15	81,854.97	1.88	87.40	11799.03	0.27	12.60



Source(s): KPFF Consulting Engineers (10-09-2020)

Figure 3-5

Not to Scale

Proposed Water Quality Mitigation Plan

The Project also incorporates Best Management Practices (BMPs), which are identified in the Project-specific Water Quality Management Plan (WQMP) included in Appendix G of this IS/ND. The BMPs include, but not limited to: storm drain system stenciling and signage; design and construct trash and waste storage areas to reduce pollution introduction; use efficient irrigation systems and landscape design, water conservation, smart controllers; and source control, to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the Project site.

- **Electric, Natural Gas and Telecommunications.** Southern California Edison (SCE) provides electricity to the Project site, Southern California Gas Company (SCG) provides natural gas service, and AT&T provides telephone, cable television, and internet services. Existing utilities on-site or along adjacent roadways would serve the Project. Existing power and telephone facilities located west of the existing building would be retained to serve the Project and a new transformer and telecommunication facilities would be installed along the alley (east of the proposed driveway) to serve the new stand-alone drive-thru coffee shop.

3.5 Construction Activities

For purposes of analysis in this IS/ND, the Project is anticipated to be under construction for approximately 9 months (Summer 2021 though Winter 2022). The duration for each stage of construction is estimated in Table 3-1, Estimated Construction Duration.

Table 3-1 Estimated Construction Duration

Phase Name	Start Date	End Date	Days
Demolition	06/01/2021	08/22/2021	59
Grading	08/23/2021	08/30/2021	6
Building Construction	08/31/2021	02/01/2022	111
Architectural Coating	10/01/2021	02/17/2022	100
Paving	12/01/2021	01/25/2022	40

The number and types of equipment to be used would vary on a daily basis based on the stage of construction; however, typical construction equipment would be used (e.g., concrete/industrial saws, dozers, tractors/loaders/backhoes, graders, cranes, forklifts, welders, cement and mortar mixers, pavers and paving equipment, rollers, and, air compressors). Table 2, Construction Equipment, of the Air Quality Assessment in Technical Appendix A of this IS/ND identifies the construction equipment for each stage of construction.

As previously discussed, under existing conditions, the Project site is developed with a vacant bowling alley building and surface parking areas. The southern and eastern portion of the existing building would be demolished and the remainder of the building would be repurposed for commercial uses. A new stand-alone building would be constructed in the southeast portion of the Project site, and the surface parking areas would be replaced with new asphalt concrete pavement. Due to the level topography of the Project site, it is expected that only minor amounts of surficial grading would be needed and the depths of any such grading would not exceed the depths of grading that occurred with original site development. The new building and in-line restaurants added to the existing building would require shallow excavation for

building foundations, which are anticipated to extend up to four-feet below the existing grade. The entirety of the previously developed area within the Project site would be disturbed during construction of the Project. The proposed drainage and grading plan is presented on Figure 3-6 and the paving plan is presented on Figure 3-7.

Construction staging and laydown areas would occur within the Project site, in the western portion of the site in the parking area behind the former bowling alley structure and this area would be properly fenced and secured. The Project site would be fenced during construction and access for construction vehicles would be provided by the existing access from the alley along the Project's southern boundary.

3.6 Operations

Tenants for the proposed commercial spaces have not been identified; however, for purposes of analysis in this IS/ND, and based on information from the Project Applicant and in the City's General Plan EIR, the hours of operation and employment generation have been estimated and are presented in Table 3-2, Estimated Hours of Operation and Employment Generation.

Table 3-2 Estimated Hours of Operation and Employment Generation

Proposed Use	Estimated Hours of Operations	Estimated Employment Generation
12,245 sf anchor space	7:00 a.m. to 10:00 p.m.	38 employees[a]
5,549 sf of restaurant uses (without drive-thru)[b]	11:00 a.m. to 10:00 p.m. (2 shifts)	10 employees (5 employees per shift)
2,000 sf drive-thru coffee shop [b]	24 hours per day (3 shifts)	12 employees (4 employees per shift)
1,665 sf of drive-thru restaurant [b]	11:00 a.m. to 10:00 p.m. (2 shifts)	8 employees (4 employees per shift)
Total Estimated Employment Generation		**68 employees**

a. Employment generation for Commercial/Office uses from Table 5.2-3 of the General Plan EIR (0.003013 employees per sf).
b. Hours of operation and employment generation estimates are based on information provided by the Project Applicant.

3.7 Anticipated Approvals

The Project would require approvals and permits from the City of Garden Grove for construction and operation, whether or not such actions are known or are explicitly listed. Anticipated approvals required from the City and the South Coast Air Quality Management District (responsible agency) to implement the Project include, but are not limited to, those listed in Table 3-3, Anticipated Discretionary Actions/Approvals.

Subsequent non-discretionary approvals (which would require separate processing through the City of Garden Grove and its respective departments) would include, but may not be limited to: a demolition permit, a grading permit, building permits, approval of the final Water Quality Management Plan, approval of water and sewer improvement plans, and an encroachment permit for construction activities in the public right-of-way. The Project would also be required to submit a Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit to the State Water Resources Control Board.

Site Address:
12111 VALLEY VIEW STREET, GARDEN GROVE, CA 92845

Assessor's Parcel Number (APN):
224-202-17

Basis of Bearings:
THE BEARING OF N0°15'07"W ALONG THE CENTERLINE OF VALLEY VIEW STREET AS SHOWN ON TRACT NO. 6740, MAP BOOK 337, PAGES 15-17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

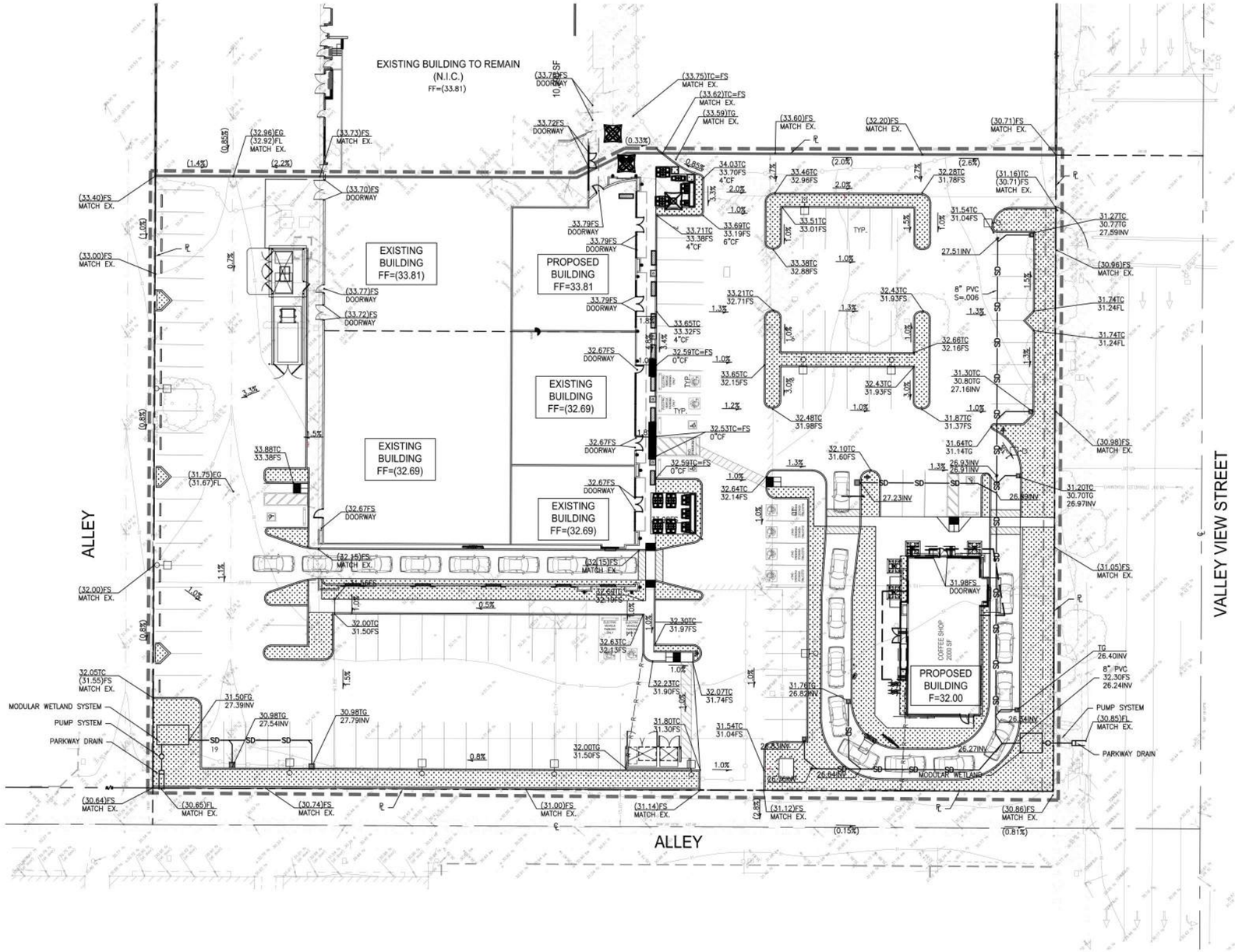
Boundary:
PER TRACT NO. 6740, M.B. 337, PAGES 15-17, ADJUSTED TO FOUND CITY CENTERLINE MONUMENTS, USING STANDARD SURVEYING PROCEDURES.

Bench Mark:
THE ELEVATION OF 33.508 ON BENCH MARK NO. GG-114 (NORTHWEST QUADRANT OF VALLEY VIEW ST. & LAMPSON AVE., 99' NORTH OF THE B.C.R., 46' WEST OF CURB FACE, 11' NORTH OF BURGER KING, SET IN THE EASTERLY CORNER OF 6'X8' TRANSFORMER PAD) NAVD 1988 DATUM, 2012 ADJUSTMENT, AS SHOWN IN CITY OF GARDEN GROVE BENCHMARK DATA SHEET WAS USED AS ELEVATION DATUM FOR THIS SURVEY.

Legal Description:
LOT 132 OF TRACT NO. 6740, M.B. 337, PAGES 15-17 IN THE CITY OF GARDEN GROVE, COUNTY OF ORANGE, STATE OF CALIFORNIA. (PER TAX ASSESSOR)

Easement and Boundary Note:
REQUESTED TITLE INSURANCE POLICY WAS NOT PROVIDED. THEREFORE EASEMENTS MAY EXIST, NOT PLOTTED HEREON. BOUNDARY LEGAL DESCRIPTION PER TAX ASSESSOR AND NOT PLOTTED HEREON. BOUNDARY LEGAL DESCRIPTION PER TAX ASSESSOR AND NOT VERIFIED WITH TITLE INSURANCE POLICY.

Owner:
CINEMAS MANAGEMENT, INC.
315 REES STREET, PLAYA DEL REY, CA 90293
T 310-702-5190
CONTACT: DAN AKARAKIAN

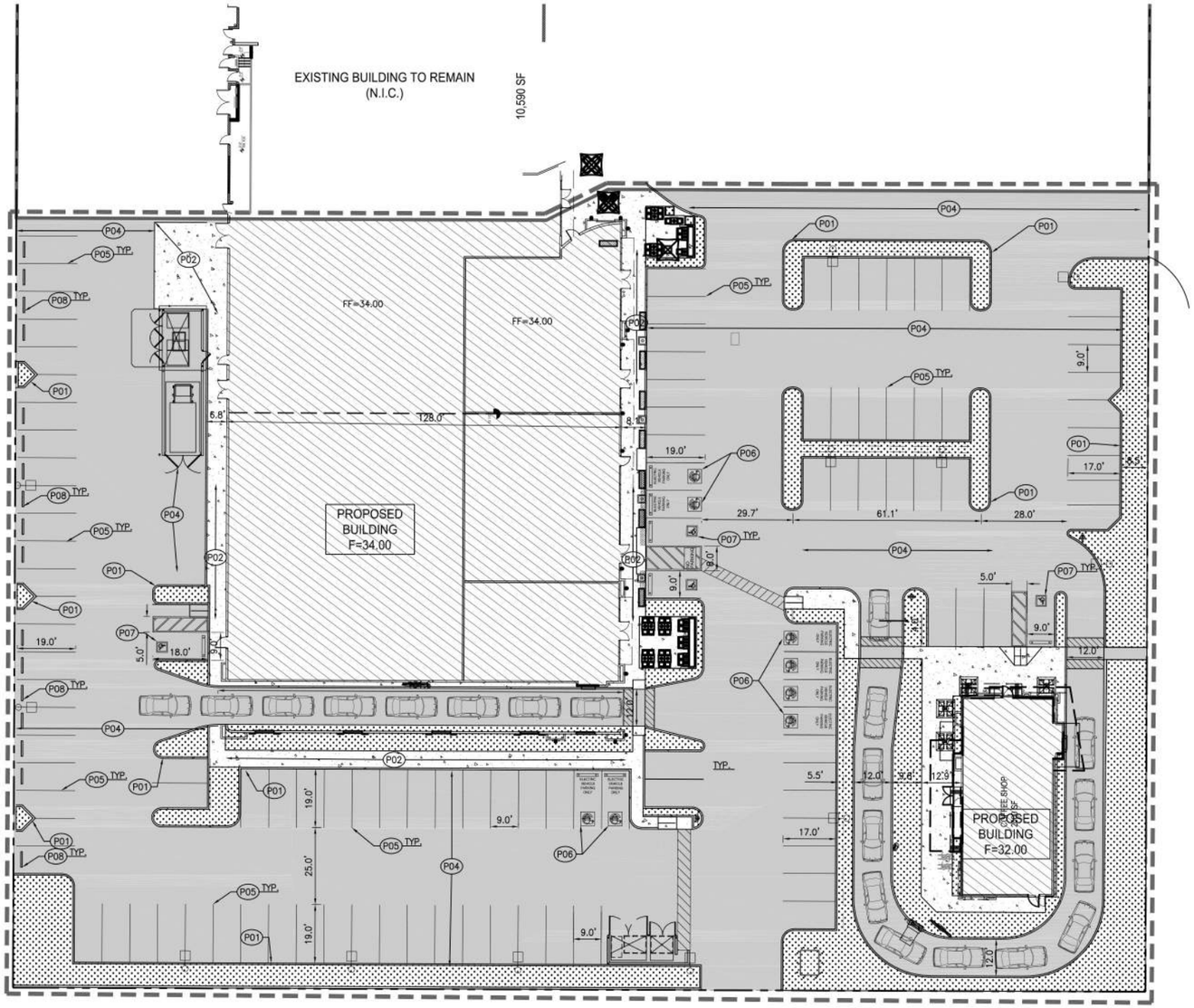


Source(s): KPFF Consulting Engineers (10-09-2020)

Figure 3-6

Not to Scale

Grading and Drainage Plan



PAVING CONSTRUCTION NOTES:

(P01) CONCRETE CURB
(P02) CONCRETE PAVEMENT
(P03) CONCRETE VALLEY GUTTER
(P04) ASPHALT CONCRETE PAVEMENT
(P05) STRIPING
(P06) EV STALL
(P07) ADA STALL
(P08) WHEEL STOP

LEGEND:

PROPERTY LINE
LIMIT LINE OF PAVING
BUILDING
CONCRETE PAVING (REFER TO SHEET CX.XX FOR DETAILS)
ASPHALT (REFER TO SHEET CX.XX FOR DETAILS)
PLANTER AREA/LANDSCAPE (REFER TO LANDSCAPING PLANS FOR DETAILS)

Source(s): KPFF Consulting Engineers (10-09-2020)

Figure 3-7

Not to Scale

Paving Plan

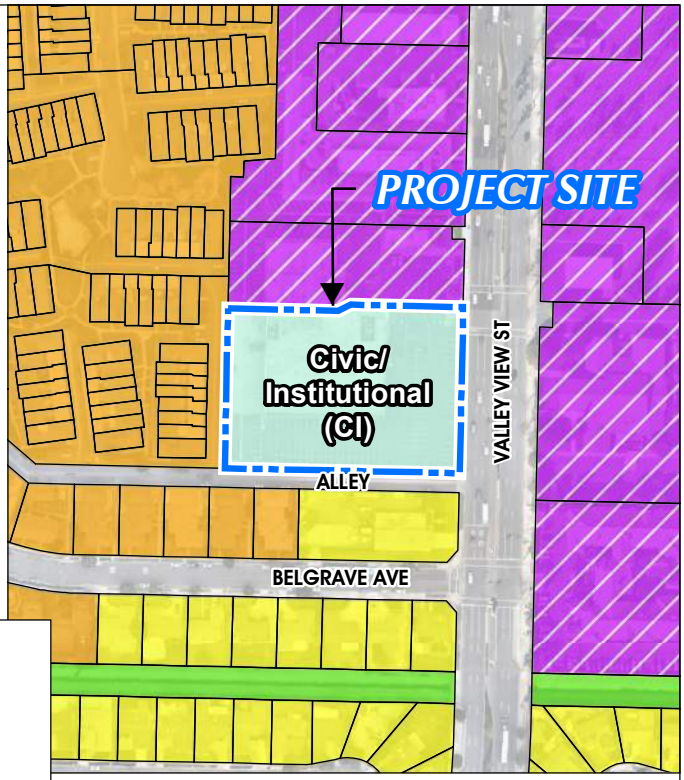
Table 3-3 Anticipated Discretionary Actions/Approvals

Lead Agency	**Action**
City of Garden Grove	Adoption of the Negative Declaration
	General Plan Amendment (GPA) No. GPA-002-2021 to change the land use designation of one (1) commercial parcel (APN 224-202-17 [12141 Valley View Street]) from Civic/ Institutional to Light Commercial (refer to Figure 3-8, Existing and Proposed General Plan Land Use).
	Site Plan No. SP-072-2021 to repurpose the existing vacant bowling alley building to accommodate four (4) tenants with one tenant having a drive-thru lane, and to construct a stand-alone drive-thru restaurant and other site improvements.
	Amendment to PUD-104-73 (Rev. 2018/Rev. 2021) to expand the commercial uses permitted to include the uses permitted in the C-1 zoning district.
Responsible Agencies	**Action**
South Coast Air Quality Management District	Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants (e.g., heating, ventilation, and air conditioning units).

Existing General Plan Land Use

Classification

- Civic/Institutional (CI)



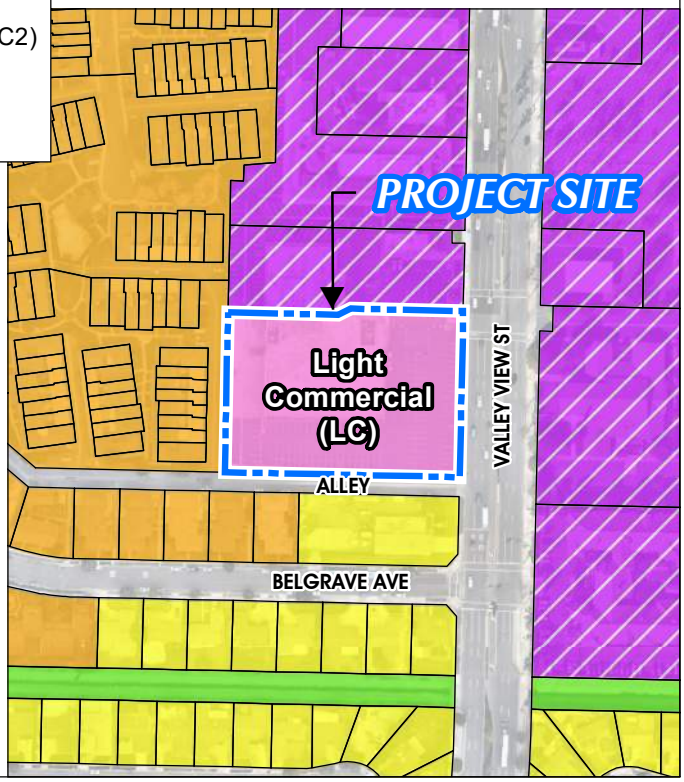
Legend

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Light Commercial (LC)
- Residential/Commercial Mixed Use 2 (RC2)
- Civic/Institutional (CI)
- Parks and Open Space (OS)

Proposed General Plan Land Use

Classification

- Light Commercial (LC)



Source(s): ESRI, Nearmap Imagery (2020), OC Public Works (2020)

Figure 3-8

0 75 150 300 Feet

Existing and Proposed General Plan Land Use

4.0 Environmental Checklist Form

The Project's Environmental Checklist Form is shown below. Analysis of each environmental impact issue area is provided below under Section 4.3.

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
4.1 Aesthetics				
Except as provided in Public Resources Code Section 21099, would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐
4.2 Agriculture and Forestry Resources				
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
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?	☐	☐	☐	☑
4.3 Air Quality				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☑	☐
4.4 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?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☑

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
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 impeded the use of native wildlife nursery sites?	☐	☐	☑	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
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?	☐	☐	☐	☑
4.5 Cultural Resources				
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☑	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐
4.6 Energy				
Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐
4.7 Geology and Soils				
Would the Project:				

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
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?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑	☐
4.8 Greenhouse Gas Emissions				
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑
4.9 Hazards and Hazardous Materials				
Would the Project:				
a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
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?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
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 or excessive noise for people residing or working in the project area?	☐	☐	☑	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑
4.10 Hydrology and Water Quality				
Would the Project:				

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv. impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☑
4.11 Land Use and Planning				
Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
4.12 Mineral Resources				
Would the Project:				

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
4.13 Noise				
Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
e) For a project located within the vicinity of a private airstrip or an airport land use 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?	☐	☐	☑	☐
4.14 Population and Housing				
Would the Project:				
a) Induce substantial unplanned 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)?	☐	☐	☑	☐
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
4.15 Public Services				
Would the Project:				

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑
4.16 Recreation				
Would the Project:				
a) 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?	☐	☐	☐	☑
b) Include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑
4.17 Transportation				
Would the Project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☑
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
d) Result in inadequate emergency access?	☐	☐	☑	☐

4.18 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 defines 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)?	☐	☐	☑	☐
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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☑	☐
4.19 Utilities and Service Systems				
Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) 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?	☐	☐	☑	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

4.20 Wildfire				
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

4.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

4.2 Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☒
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.	☐
I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
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.	☐
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 Project, nothing further is required.	☐

Maria Parra 2/5/2021

Submitted by: Maria Parra, Senior Planner, City of Garden Grove — Date

4.3 Evaluation of Environmental Impacts

4.3.1 Aesthetics

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:					
a)	***Have a substantial adverse effect on a scenic vista?***	☐	☐	☐	☑
b)	***Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***	☐	☐	☐	☑
c)	***In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***	☐	☐	☑	☐
d)	***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***	☐	☐	☑	☐

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. As shown in the site photographs presented in Figure 4-1 through Figure 4-3, the Project site is currently developed with a vacant single-level, 33,373-sf building that was formerly used as a bowling alley, and associated surface parking lot, and is located in an urban area. The area surrounding the Project site is predominantly developed with residential and commercial uses. The Project site and surrounding areas have generally flat topography, and do not contain any sensitive scenic vistas. Further, the City's General Plan does not identify any scenic vistas within the City. As there are no identified scenic vistas within the vicinity of the Project site, the Project would not result in an adverse effect on a scenic vista. No impact would occur no mitigation measures are required.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The Project is not within a State scenic highway and there are no Officially Listed or Eligible state-designated scenic highways within the vicinity of the Project. The nearest Officially Designated State scenic highway is a portion of SR-91 beginning at SR-55 at Santiago Boulevard to the Weir Canyon Road, which is approximately 12 miles northeast of the Project site (Caltrans, 2020). Therefore, the Project would not impact any scenic resources such as trees, rock outcroppings, and historic buildings within a State scenic highway. No impact would occur and no mitigation measures are required.

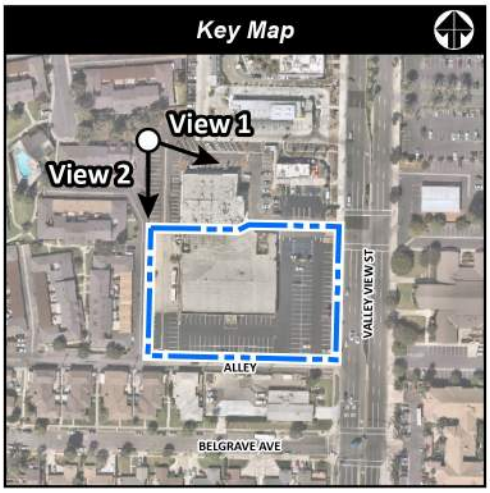


Figure 4-1

Not to Scale

Views 1 and 2

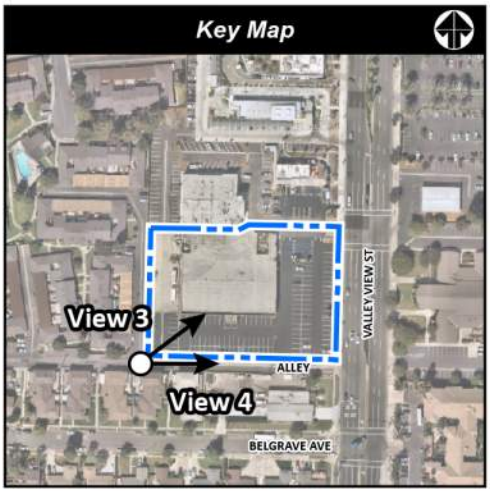
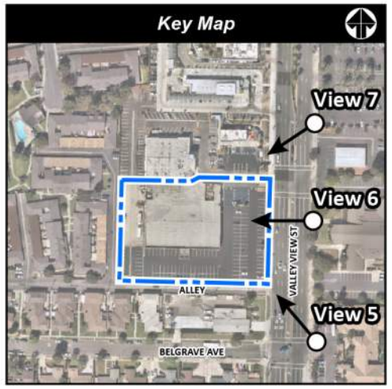


Figure 4-2

Not to Scale

Views 3 and 4



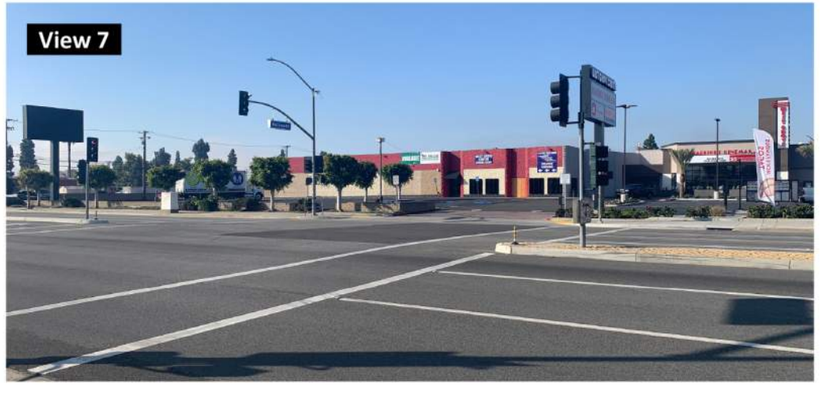


Figure 4-3

Not to Scale

Views 5 through 7

c) Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. As shown in Figure 4-1 through Figure 4-3, the Project site is in an urbanized area developed with primarily commercial and residential uses, and the Project site is developed with a vacant building formerly used as a bowling alley and associated surface parking. Because the Project site is in an urban area, the potential impacts of the Project under this threshold are appropriately assessed based on whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

City of Garden Grove Municipal Code

The Project site is currently zoned PUD-104-73 Rev. 2018 with a Commercial base zone. The Project Applicant proposes an amendment to PUD-104-73 Rev. 2018 to allow for the development of the Project's proposed commercial uses. The Project Applicant does not propose to change the site's underlying zone classification. Therefore, the Project would be required to comply with the applicable development standards of PUD-104-73 Rev. 2018 and provisions established in Chapter 9.16.040, Commercial/Office, Industrial Development Standards of the Garden Grove Municipal Code that are relevant to scenic quality. Table 4-1, Development Standards Consistency Analysis, addresses the Project's consistency with the development standards of PUD-104-73 Rev. 2018 and the provisions established in Chapter 9.16.040 that are particularly relevant to scenic quality.

Table 4-1 Development Standards Consistency Analysis

Development Standard/Requirements	Project Consistency
PUD-104-73 Rev. 2018 Requirements	
PUD Lot dimensions and Setbacks • PUD Minimum Lot Area: 3 acres • PUD Building Height: No limit • PUD Setbacks: Zero setbacks	**No Conflict.** The Project site's area is 93,606 sf (overall PUD is 17 acres). As previously identified in Section 3.0, Project Description, and shown in the building elevations presented in Figure 3-2, The Project involves repurposing of the existing single story vacant building on-site and the construction of a new single-story drive-thru coffee shop. The maximum building height of the existing building after Project implementation would be 26.75 feet at the top of parapet, and the maximum building height the drive-thru coffee shop would be 24.25 feet at top of parapet. As shown on the conceptual site plan presented in Figure 3-1, the existing building is setback over 80 feet from the alley to the south and the new drive-thru coffee shop is set back over 30-feet from the alley. The existing building's 62-foot setback from the residential properties to the west would also be retained. Therefore, the Project's proposed setbacks would exceed the lot area, lot width, building height, and setback requirements established for the Project site in the PUD. No conflict with these development standards would occur.

Landscape Plan. A detailed landscaping plan shall be submitted and shall show plant size, location, type and method of sprinkling.	**No Conflict.** A conceptual landscape plan detailing plant size, location, type, and method of sprinkling has been prepared for the Project, as required, and is provided on Figure 3-. As shown, the Project would include new landscaping consisting of ornamental trees, shrubs, and ground covers throughout the Project site. Notably trees would be would be planted along the western, southern and eastern site perimeter and in the parking islands. Existing landscaping would be removed. No conflict with this requirement would result.
Signage. One pole sign shall be permitted for each of the four primary commercial uses (the bowling alley, the movie theater, the automatic car wash, and McDonald's), provided that they shall be located a minimum of 200 feet apart, and that they shall not exceed 35 feet in height. Wall signs shall not extend above the top of any wall, and no roof signs are permitted. Proposed wall signs for each use shall comply with the total allowable sign area requirements of the C-1 zone.	**No Conflict.** As shown on the conceptual site plan provided on Figure 3-1, the existing 25.5-foot pole sign along Valley View Street would remain. This 25.5-foot sign, which meets the established height restrictions, would be modified, as appropriate to identify the new tenants at the Project site. This sign is 200 feet from the other existing sign to the north. As shown on the conceptual building elevations and renderings presented on Figure 3-2 and Figure 3-3, respectively, walls signs on the building facade would not exceed the top of any walls. Further, the signs would be designed to comply with the sign area requirements for the C-1 zone for a single-story building (2 sf per 1 lineal foot of building frontage or 1.5 sf per 1 lineal foot of lot frontage. Consistent with the City's standard process, a sign program would be prepared and reviewed by the City as part of the subsequent building permit review process to confirm compliance with the City's sign requirements. No conflict with these requirements would occur.
Lighting. All lighting structures shall be placed so as to confine direct rays to the subject property.	**No Conflict.** Consistent with existing conditions, the Project includes exterior parking lot and building lighting for safety and security. Lighting installed in parking lots would adhere to the requirements of the City's Municipal Code (refer to the discussion under Threshold d, below). The pole-mounted parking lot fixtures would include shielding to direct the light onto the Project site and not adjacent properties. No conflict with this requirement would occur.
Mechanical Equipment. No roof-mounted mechanical equipment shall be permitted unless a method of screening complementary to the architecture of the building is approved prior to the issuance of building permits. Said screening shall block visibility of any roof-mounted mechanical equipment from view of public streets and surrounding properties.	**No Conflict.** The Project includes roof-mounted mechanical equipment on both buildings; however, as required, this equipment would be screened from public views by parapet included as part of the building design (refer to the conceptual building elevations provided on Figure 3-2). No conflict with this requirement would occur.
Chapter 9.16.040 – Commercial/Office, Industrial Development Standards	
Landscape Coverage. Ten percent of all net developable site area for office-professional, commercial, and industrial parking areas, excluding required setbacks are to be landscaped.	**No Conflict.** As shown on the conceptual landscape plan provided on Figure 3-4, approximately 11,456 sf of landscaping would be provided, representing approximately 12.2 percent of the Project site. The

	Project would exceed the 10 percent minimum requirement. No conflict with this development standard would occur.
Property Line Abutting Residential Use. Where any property zoned or used for business or professional offices or commercial purposes has a common property line with property zoned or utilized for residential purposes, a solid, decorative masonry wall or concrete block wall with a minimum height of six feet as measured from the on-site finished grade shall be provided on the property line.	**No Conflict.** Under existing conditions, and as required by PUD-104-73 Rev. 2018 and Municipal Code Section 9.16.040, a 6-foot solid concrete masonry wall exists along the Project site's western boundary that abuts the existing residential neighborhood. This wall would be retained. There are no other common property lines with property zoned or utilized for residential purposes. A public alley, which currently provides access to the Project site and residential garages south of the alley, separates the Project site from the residential uses to the south of the western portion of the Project site. Therefore, consistent with existing conditions a wall is not required. Further, the northern facade of these residences consists of enclosed garages on the first level and a solid wall on the second level. No conflict with this requirement would occur.
Refuse Storage. The design and construction of refuse and recyclable materials storage shall be compatible with surrounding land uses. • The storage shall be shielded from public view by a wall that matches the exterior building material and color. • The storage area shall be designed as per the Garden Grove design guidelines, as approved by the City Council resolution.	**No Conflict.** Under existing conditions, there is a refuse enclosure located west of the existing building that would be retained and expanded and would be visible from public views. The Project would also include installation of a new refuse enclosures west of the proposed driveway at the alley along the Project site southern boundary. The proposed trash enclosures would be screened from public view by an enclosure that is consistent with the building material and colors proposed for the buildings, and that meets the City's design standards for refuse storage enclosures (Standard No. B-502). Notably, a minimum 8-foot masonry wall and corrugated metal doors would screen views into the refuse storage area. No conflict with these requirements would occur.

City of Garden Grove General Plan

As previously stated, the existing General Plan land use designation is CI and the Project proposes an amendment to change the site's land use designation to Light Commercial, representative of the existing and proposed uses. The General Plan includes a Community Design Element (Chapter 3), which "aims to recognize and enhance design opportunities throughout Garden Grove that will improve the livability of the community through physical design considerations in public areas and encourage quality new development through appropriate development policies." Valley View Street is identified as a "Primary Corridor", which include the most visible and highest priority for streetscape enhancements. Landscaping is also encouraged along alleys. (Garden Grove, 2008a)

As previously discussed, the Project site is currently developed with a vacant bowling alley building and surface parking. There is minimal landscaping on-site, consisting primarily of a limited number of trees. As described in Section 3.0, and shown in the supporting graphics (refer to Figure 3-2 through Figure 3-4), the Project would enhance the visual character of the Project site through enhanced architecture and introduction of new landscaping throughout the Project site. The existing building on-site was constructed

in the 1970s and, as shown in the site photographic provided in Figure 4-1 through Figure 4-3, consists of a single level building with concrete sides that is painted various colors (red, white and tan). The building has limited articulation. The Project has been designed to be visually compatible with architectural elements of the recently completed commercial uses north of the Project site. Most of the former bowling alley structure would be retained, including the roof structure. As shown on the proposed building elevation and conceptual renderings provided on Figure 3-2 and Figure 3-3, the existing and new building would remain one-level, but would have varied roof lines and articulation to provide visual interest and avoid monotony. The proposed new facade for the eastern elevation of the former bowling alley building, as viewed from Valley View Street, would range from 21.5 feet to up to approximately 27 feet tall at the top of parapet, including a steel canopy roof feature. As shown on Figure 3-2 and Figure 3-3, exterior building materials that would be used for the building facade and other new building elements include, but are not limited to, smooth stucco and cement board siding, glazed glass storefront openings, decorative metal panels, metal canopy structures and doors, and aluminum features. A trellis system would also be installed around the openings along the southern facade. The proposed drive-thru coffee shop would be a new building up to 24.25 feet tall at the top of parapet, also including a steel canopy roof feature with similar architectural features as the renovated bowling alley building. Additionally, landscaping would be provided along the Project site's southern boundary along the alley where it does not currently existing, and the Valley View Street streetscape would be enhanced with new landscaping. Outdoor shaded gathering areas would be also provided for guests.

Therefore, the Project would further the City's ability to meet the following goals/policies outlined in the Community Design Element and Land Use Element:

- Goal CD-1: Create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity.
    - Policy CD-1.4 Seek to create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable.
    - Policy CD-IMP-1A Promote commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places.

    The Project would provide enhanced architecture (discussed in detail above) that would strengthen the positive qualities of the City's overall image. The Project is served by existing sidewalks in the area, including along the Valley View Street, which fronts the Project site and is near existing residential uses that are within walking distance of the Project site. Therefore, the Project would create an architecturally enhanced, pedestrian friendly, and economically viable retail uses near existing residential neighborhoods to serve local residents.

- Goal CD-4 Create comfortable and safe corridors that accommodate all modes of transportation.
    - Policy CD-4.4 Require new development and redevelopment projects to improve and maintain dedicated alleys location on their sites. In addition, encourage, where feasible, the utilization of vacated alleyways.
    - Policy CD-4.5 Encourage new public and private parking facilities to meet aesthetic and functional standards beneficial to the urban environment.

- CD-IMP-4E Require that all sides of a building visible from City streets display fully finished architectural detail, including finished doors, windows, and exterior surfaces identical to, or which complement the front of the building.
- CD-IMP-4F Require landscaping treatment on all parts of a building site, visible from City streets.

The Project would improve and maintain access from the alley that forms the southern boundary of the Project site. As shown on Figure 3-4, landscaping would be installed along the northern side of the alley to improve the visual character of the site. This would also define a single access driveway along the alley. Additionally, the Project existing surface parking lots would be replaced for the new uses. The parking lots would be designed to meet City standards for aesthetics and functionality, including the installation of landscaping within the parking lot islands. As discussed above, the Project includes enhanced architectural elements including fully finished details to complement the front of the building. The Project also includes landscaping treatment throughout the site, including areas that are visible from City streets.

- Goal LU-6: Revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City.
  - Policy LU-6.6 Ensure appropriate and compatible signage is provided within commercial centers.
  - LU-IMP-6C Encourage facade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features.

The Project involves the redevelopment/revitalization of an underutilized site and deteriorated commercial property in the City. The Project would include new signage that would be compatible with the properties to the north that were previously redeveloped. Additionally, the Project includes facade renovation, enhanced parking area landscaping, improved lighting, development of a pad building, and patio features that would serve as pedestrian amenities, as described above and in Section 3.0 of this IS/ND.

In summary, based on the foregoing analysis, the Project would not conflict with the development standards related to in the City's Municipal Code, or other requirements identified in PUD-104-73 Rev. 2018, that are related to scenic quality. Further, the Project does not conflict with goals and policies in the Garden Grove General Plan Community Design Element and Land Use Element related to scenic quality. Impacts would be less than significant and no mitigation is required.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views?

Less than Significant Impact. Under existing conditions, the Project site is located within a developed urban area and is surrounded by a variety of commercial and residential uses. The Project site is developed and currently includes parking lot lighting. Existing sources of light in the vicinity of the Project site include: street lights (notably along Valley View Street), parking lot lighting, exterior building lighting, security lighting, accent lighting, and lighting from building interiors that pass-through windows. Vehicle headlights traveling on Valley View Street and the alley, and within existing parking areas are also a source of existing lighting at the Project site and adjacent uses.

The Project would introduce new light sources to the Project site as necessary for security, safety, and wayfinding. The proposed exterior lighting includes building mounted lighting and lighting at building entrances, and pole-mounted parking lot lighting with cut-off fixtures. However, the lighting would be consistent with that provided for existing uses in the area, including lighting installed as part of the redevelopment of the properties north of the Project site. As required by the City, the location and design of parking lot lighting would comply with lighting standards established in Section 9.16.040.200, Parking Dimensions and Design Lay-Outs, of the Municipal Code. This includes standards related to the duration and direction of lighting. The outdoor lighting on-site would be directed downward and shielded to avoid light spill onto adjacent properties, and illumination of the window area of nearby residences, including the residences to the west of the Project site. Compliance with the City's lighting requirement would be confirmed during the subsequent building permit process.

Glare is caused by light reflections from the pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. As shown on the building elevations and renderings presented on Figure 3-2 and Figure 3-3, the Project does not propose mirrors, metallic surfaces, or glazing materials over large exterior surfaces, which may have the potential to create glare from sunlight. Rather, glass and glazing materials would be limited to doors and windows that would occupy limited and scattered areas of the building facades, and would be low-reflective. The Project's proposed building materials would not result in potential glare impacts within the Project site or surrounding areas. Further, vehicle headlights have the potential to cause glare. The Project would utilize existing driveways and the alley, which are used for vehicular access to the Project site and commercial uses to the north under existing conditions. These driveways and associated roadways do not direct vehicle headlights into sensitive uses and the Project would not result in any changes to parking lots or driveways that would cause vehicular headlights to create a new source of substantial glare.

Implementation of the Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views. Accordingly, a less than significant impact would occur and no mitigation is required

Mitigation Measures

Implementation of the Project would not result in significant impacts associated with aesthetics and no mitigation measures are required.

4.3.2 Agriculture and Forestry Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***	☐	☐	☐	☑
b)	***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***	☐	☐	☐	☑
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))?***	☐	☐	☐	☑
d)	***Result in the loss of forest land or conversion of forest land to non-forest use?***	☐	☐	☐	☑
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?***	☐	☐	☐	☑

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

No Impact. According to mapping conducted by the California Department of Conservation (CDC) as part of the Farmland Mapping & Monitoring Program (FMMP) the Project site is identified as containing "Urban and Built-Up Land" (CDC, 2018). The Project site and surrounding areas do not contain any soils mapped by the CDC as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (Farmland). Accordingly, implementation of the Project would not convert Farmland to non-agricultural use. No impact would occur and no mitigation is required.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned PUD-104-73, and PUD-104-73 Rev. 2018 anticipates commercial development on the Project site. There are no existing or proposed agricultural zoning designations affecting the Project site or surrounding area. As such the Project has no potential to conflict with agricultural zoning designations. Further, according to information available from the CDC there are no

agricultural lands subject to a Williamson Act Contract within the City of Garden Grove (CDC, 2018). Accordingly, the Project would not conflict with a Williamson Act Contract. No impact would occur and no mitigation is required.

c) Would the Project 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 and surrounding areas are developed with urban uses under existing conditions. There are no forest resources on the Project site or within the vicinity of the Project site. Further, there are no lands within the City of Garden Grove, including the Project site, that are zoned for forestland, timberland, or timberland zoned Timberland Production (Garden Grove, 2021). Accordingly, the Project would not conflict with existing or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur and no mitigation is required.

d) Would the Project 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 City of Garden Grove, including the Project site, is void of any forest land. Thus, the Project has no potential to 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) Would the Project 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 indicated in the analyses presented above under Thresholds a through d, the Project site and surrounding areas are predominantly developed with commercial and residential uses and do not contain any lands that are used for Farmland or forest land. Accordingly, the Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur and no mitigation is required.

Mitigation Measures

Implementation of the Project would result in no impacts associated with agriculture and forestry resources; therefore, no mitigation measures are required.

4.3.3 Air Quality

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Conflict with or obstruct implementation of the applicable air quality plan?***	☐	☐	☐	☑
b)	***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***	☐	☐	☑	☐
c)	***Expose sensitive receptors to substantial pollutant concentrations?***	☐	☐	☑	☐
d)	***Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?***	☐	☐	☑	☐

Information in this section is based on the *West Grove Center Air Quality, Greenhouse Gas, and Energy Technical Assessment* prepared by Urban Crossroads (January 2021) and included in Appendix A of this IS/ND (Urban Crossroads, 2021a).

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The Project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the SCAQMD released the Final 2016 AQMP. The 2016 AQMP evaluates integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to previous AQMPs, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. The Project's consistency with the AQMP will be determined as follows.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook (1993). The Air Quality Handbook refers to the following criteria:

- ***Consistency Criteria 1*** *refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.*

  In terms of Criteria 1, the Project's long-term (operational) airborne emissions would be below levels that the SCAQMD considers to be a significant impact (refer to the analysis presented under Threshold b, below). In addition, the Project's operational emissions would be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions with the estimated population, employment, and mobile source growth projections are estimated to be: 345 tons per day of volatile organic compounds (VOC); 214 tons per day of nitrogen oxides (NOx); 1,188 tons per day of carbon monoxide (CO); 18 tons per day of sulfur oxides (SOx); and 65 tons per day of particulate matter less than 2.5 microns (PM2.5).

- ***Consistency Criteria 2*** *refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.*

  The Project would also conform to Consistency Criteria 2 since it would not significantly affect any regional population, housing, and employment projections prepared for the City of Garden Grove (refer to the analysis presented under the Population and Housing section of this IS/ND). Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Garden Grove is projected to add a total of 6,800 new residents through the year 2040. The Project's implementation could result in an employment increase of 68 new employees. The projected number of new employees is well within SCAG's projections for the City of Garden Grove and the Project would not violate Consistency Criteria 2.

Additionally, as noted in the *Westgrove Center Project Traffic Study & Parking Analysis*, prepared by RK Engineering Group, Inc., the Project is considered local serving with less than significant VMT impacts, and would reduce VMT by providing a use in proximity to existing patrons in the City (RK Engineering Group, Inc., 2021).

The Project would be consistent with the AQMP. No impacts would result and no mitigation is required.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. Existing air quality is monitored at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. Criteria pollutants, are pollutants that are regulated through the development of human health-based and/or environmentally-based criteria for setting permissible levels, or standards. These standards are

the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect for each criteria pollutant regulated under these standards, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), PM2.5, and lead (Pb). The determination of whether a region's air quality is healthful or unhealthful is determined by comparing containment levels in ambient air samples to the State and federal standards. Currently, the CAAQS designate the area in which the Project site is located as nonattainment for O_3 PM10, and PM2.5, while the NAAQS designate the area as nonattainment for O_3 and PM2.5.

Land uses, such as the Project, affect air quality through construction and operational source emissions. On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutants (VOCs, NO_X, SO_X, CO, PM10, and PM2.5) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in the Air Quality Assessment included in Appendix A of this IS/ND.

Regional Construction Emissions

The Project's construction assumptions are presented in the Air Quality Assessment included in Appendix A of this IS/ND. In summary, for purposes of analysis in this IS/ND, the estimated construction schedule utilized in the analysis represents a "worst-case" analysis scenario (duration of 9 months starting in June 2021) (refer to Table 3-1, Estimated Construction Duration). Should construction occur any time after the respective dates, impacts would be reduced since emission factors for construction decrease as time passes due to emission regulations becoming more stringent. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Removal). Implementation of these rules are required pursuant to existing law and therefore is considered part of the Project; the City requires compliance with these results as standard conditions of approval. Notably, all applicable measures included in Rule 403 would be incorporated into Project plans and specifications, which include but are not limited to:

- 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 traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

The following measures would be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 to ensure compliance with building envelope coating requirements:

- Only "Low-Volatile Organic Compounds (VOC)" paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

The potential to encounter asbestos containing materials, and the requirement to comply with Rule 1403 is discussed under Threshold b in the Hazards and Hazardous Materials section of this IS/ND.

The estimated maximum daily regional construction emissions without mitigation, but with adherence to SCAQMD Rules 403 and Rule 1113, are summarized in Table 4-2, Project Construction Emissions and Regional Thresholds. Detailed construction model outputs are presented in the Air Quality Assessment included in Appendix A of this IS/ND. Under the assumed construction modeling scenario, emissions resulting from Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant, and accordingly would not 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. Thus, a less than significant impact would occur for regional Project-related construction-source emissions and no mitigation is required.

Table 4-2 Project Construction Emissions and Regional Thresholds

	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	**5.90**	**30.86**	**30.85**	**0.06**	**4.33**	**2.53**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

lbs/day = pounds per day
Source: (Urban Crossroads, 2021a)

Reginal Operational Emissions

Operational activities associated with the Project would result in emissions of CO, VOCs, NO_X, SO_X, PM_{10}, and $PM_{2.5}$. Operational related emissions are expected from the following primary sources, which are further described in the Air Quality Assessment included in Appendix A of this IS/ND: area source emissions (architectural coatings, consumer products, landscape maintenance equipment); energy source emissions (combustion emissions associated with natural gas and electricity); mobile source (vehicle) emissions; and, on-site equipment emissions.

Table 4-3, Peak Project Operational Emissions and Regional Thresholds, summarizes the Project's daily regional emissions from on-going operations. Detailed model outputs are included in Appendix A. During operational activity, the Project would not exceed any of the thresholds of significance, and accordingly would not 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. Thus, a less than significant impact would occur for regional Project-related operation-source emissions, and no mitigation is required.

As further discussed in the Air Quality Assessment included in Appendix A of this IS/ND, the SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. Consistent with this White Paper, the

Table 4-3 Peak Project Operational Emissions and Regional Thresholds

Operational Activities	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	0.51	<0.01	0.01	<0.01	<0.01	<0.01
Energy Source	0.08	0.71	0.60	<0.01	0.05	0.05
Mobile	9.73	41.99	63.93	0.18	12.35	3.41
Total Maximum Daily Emissions	**10.32**	**42.71**	**64.54**	**0.19**	**12.41**	**3.46**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2021a)

Project analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. Therefore, the Project-specific evaluation of emissions presented in the preceding analysis demonstrates that Project construction-source and operational-source air pollutant emissions would not result in exceedances of SCAQMD regional thresholds. Therefore, the Project's emissions would be considered less than significant on a Project-specific and cumulative basis.

Localized Emissions

As discussed under Threshold c, below, the Project's construction-related emission would not exceed the SCAQMD localized significance thresholds.

In summary, the Project would not 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 during construction or operation. This impact is less than significant and no mitigation is required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Localized Construction Emissions

This analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of NAAQS/CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to

the SCAQMD Governing Board's Environmental Justice Initiative I-4[2]. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. The localized construction emissions impact at the nearest sensitive receptors to the Project have been analyzed. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors"; they are also known to be locations where an individual can remain for 24 hours. Sensitive receptors in the Project study area include existing residential homes. The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual and cumulatively significant impact. To assess the potential for localized impacts, adjacent sensitive receptor locations were identified as representative locations for analytical purposes. As shown in Figure 2-2, Aerial Photograph, there are homes immediately adjacent to the Project boundaries. The Project's construction activities would extend to the Project boundaries (refer to Figure 4-8 in the Noise section of this IS/ND.

The SCAQMD Localized Significance Thresholds Methodology (LST Methodology) explicitly states that "*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters*." As the residential home are located immediately adjacent to the Project's anticipated construction activities (e.g., less than 25-meters from the construction activities), a 25-meter receptor distance has been utilized to determine localized impacts.

Table 4-4, Localized Significance Summary of Construction (Without Mitigation), identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Outputs from the model runs for construction LSTs are provided in Appendix A. Under the assumed construction modeling scenario, emissions resulting from the Project construction would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant, accordingly the Project's construction would not expose sensitive receptors to substantial pollutant concentrations. Thus, a less than significant impact related to sensitive receptors exposure to pollutants concentrations from Project construction would occur and no mitigation is required.

CO Hot Spot Analysis

At the time the SCAQMD 1993 CEQA Handbook was prepared, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. It has long been recognized that CO hotspots are caused by vehicular

[2] The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "…equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, for the health effects of air pollution."

Table 4-4 Localized Significance Summary of Construction (Without Mitigation)

On-Site Demolition Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**19.69**	**14.49**	**1.16**	**0.99**
SCAQMD Localized Threshold	115	715	6	4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Site Grading Emissions	**Emissions (lbs/day)**			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**30.83**	**10.68**	**4.21**	**2.50**
SCAQMD Localized Threshold	115	715	6	4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Building Construction + Architectural Coating + Paving Emissions	**Emissions (lbs/day)**			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**28.21**	**26.16**	**1.49**	**1.41**
SCAQMD Localized Threshold	115	715	6	4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
SCAQMD Threshold for a 2-acre disturbance at 25 meters for Source Receptor Area (SRA) 17.				

Source: (Urban Crossroads, 2021a)

emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

The Air Quality Assessment included in Appendix A of this IS/ND includes a CO "Hot Spot" Analysis for the Project based on the analysis approach used by the SCAQMD. The analysis concludes that the Project would not be capable of resulting in a CO "hot spot" at any study area intersections. The Project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study. Specifically, at buildout of the Project, the highest daily traffic volumes would occur on Valley View Street, south of Cerulean Avenue. At this location, there would be a maximum of 54,606 vehicles per day. As such, all the roadways within the vicinity of the Project would generate less than the highest daily traffic volumes generated at the busiest intersection in the CO "hot spot" analysis prepared by SCAQMD. As such, the Project would not exceed the most stringent 1-hour CO standard and a less than significant impact is expected.

Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emission would be less than significant and no mitigation is required.

Toxic Air Contaminant Emissions

Project's that generate or attract a substantial number of diesel truck trips per day (e.g., more than 100), may generate diesel particulate matter (DPM) which would necessitate evaluation of a project's potential impacts associated with Toxic Air Contaminants (TACs). The Project is proposed with uses that are not anticipated to generate a substantive number of diesel trucks, therefore impacts from DPM and associated TACs are presumed to be less than significant.

In summary, the Project would not expose sensitive receptors to substantial pollutant concentrations. This impact is less than significant and no mitigation is required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Land uses generally associated with odor complaints include: agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The Project does not contain land uses typically associated with objectionable odors.

Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Therefore, the Project would not result in odorous emission during construction or operation that would adversely affect a substantial number of people. This impact is less than significant and no mitigation is required.

Mitigation Measures

Implementation of the Project would result in less than significant air quality impacts and no mitigation measures are required

4.3.4 Biological Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?***	☐	☐	☐	☑
b)	***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***	☐	☐	☐	☑
c)	***Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***	☐	☐	☐	☑
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 impeded the use of native wildlife nursery sites?***	☐	☐	☑	☐
e)	***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***	☐	☐	☐	☑
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?***	☐	☐	☐	☑

a) Would the Project 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?

No Impact. The City's General Plan Conservation Element notes that biological resources are almost non-existent in the City due to the urban nature of the City and surrounding areas (Garden Grove, 2008a). As shown in the aerial photograph provided in Figure 2-2, the Project site is entirely developed with commercial land uses, and is surrounded by commercial and residential buildings, parking lots, and roadways. Existing vegetation within the Project site is limited to several trees and shrubs, and there are existing street trees in the public right-of-way along Valley View Street. The existing ornamental landscaping does not provide habitat for any candidate, sensitive or special status species as identified in local or regional plan, policies, or as regulated by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). Accordingly, no impacts to such species would occur and no mitigation measures are necessary.

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

No Impact. The Project site is located in a completely developed urban area and does not contain any natural habitats, including riparian habitat or a sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS. Therefore, the Project would not directly effect any riparian habitat or other sensitive natural community. There is a City of Garden Grove drainage channel located approximately 0.1 mile south of the Project site, which is identified as a riverine wetland on the USFWS National Wetlands Inventory (USFWS, 2020). This is a concrete open channel with intermittent flowing water. The channel is maintained by the City and does not support any riparian habitat or other sensitive natural community. Urban storm water from the storm drains in Valley View Street flow to this drainage facility. As previously discussed in Section 3.4 of this IS/ND, and further discussed in the Hydrology and Water Quality Section, under existing condition storm water runoff sheetflows from the Project site and enters the public storm drain system untreated. With adherence to current water quality regulations, the runoff from the Project site would be treated and would improve the quality of water entering the public storm drain system compared to existing conditions, including the quality of water entering the City's channel from Valley View Street. Accordingly, the Project would not impact riparian habitat or other sensitive natural communities and no mitigation would be required.

c) Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site is located within a developed urban area and does not contain any natural wetlands; therefore, the Project would not directly impact any protected wetlands. As discussed above, there is a riverine wetland identified 0.1 mile south of the Project site, which consists of a concrete drainage channel owned and maintained by the City of Garden Grove. The Project would not directly impact this channel, and storm water runoff from the site would continue to discharge to this channel via existing storm drain facilities. The quality of the stormwater runoff from the Project site would be improved compared to existing conditions as there is currently no water quality treatment facilities in place at the Project site. Accordingly, the Project would have no impact on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts would occur and no mitigation measures are necessary.

d) Would the Project 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 impeded the use of native wildlife nursery sites?

Less than Significant Impact. Wildlife corridors functionally connect larger areas of open, usable habitat together. The Project site and surrounding areas are developed and do not support the movement of any native resident or migratory fish or wildlife species, are not part of a terrestrial wildlife movement corridor, and do not serve as a native wildlife nursery site. Therefore, the Project would not interfere with wildlife movement.

However, there are four trees and some shrubs on-site that would be removed with implementation of the Project and there is the potential for birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code to be present. The MBTA prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. This includes the active nests of all bird species, including common species. In addition to the MBTA, Section 3503, Section 3502.5, and Section 3513 of the California Fish and Game Code include provisions for the protection of nesting birds and avian species. Although vegetation on-site is limited, and it is unlikely nesting birds would be present, if removal of vegetation occurs during the nesting season (generally February 1 to August 31), it would be conducted in compliance with these regulatory requirements to ensure that active nests are not impacted (taken). Compliance with MBTA and respective sections of the California Fish and Game Code would be included as conditions of approval. It should also be noted that the Project involves the planting of trees throughout the Project site, which would provide potential habitat for migratory and nesting birds.

The Project would not result in impacts related to wildlife movement or wildlife corridors, and with adherence to existing regulations would result in less than significant impacts to nesting birds. No mitigation is required.

e) Would the Project conflict with any local polices or ordinances protecting biological resources, such as 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, Trees, of the City's Municipal Code, which regulates the planting, maintenance, and removal of trees in public locations, including the public right-of-way in the City. As described in Section 3.0, Project Description, the Project would not involve the removal of existing street trees along Valley View Street, which are within the public right-of-way. The City would require that existing tree wells in the public right-of-way along Valley View Street be enlarged and that new street trees be planted. As required by the City, these activities would be conducted in compliance with Chapter 11.32 of the City's Municipal Code, which requires that existing public trees be protected from injury during construction. Therefore, no conflict with local policies would occur and no mitigation is required. It should also be noted that the Project would include the planting of numerous trees on-site, including along Valley View Street and the alley. No impact would occur and no mitigation measures are required.

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

No Impact. According to the CDFW, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans applicable to

the Project site (CDFW, 2019). Accordingly, the Project has no potential to conflict with any of the above and no impact to biological habitats would occur. No mitigation measures are required.

Mitigation Measures

Implementation of the Project would result in no significant impacts associated with biological resources; therefore, no mitigation measures are required.

4.3.5 Cultural Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☑	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

a) Would the Project cause a substantial adverse change in the significance of historical resources pursuant to §15064.5?

No Impact. None of the Project site's existing features are included on the National Register of Historic Places, the California Register of Historical Resources, or the California Historic Resources Information System (NPS, 2020; OHP, 2021) or identified in the City's Comprehensive Historic and Architectural Resources Inventory. Additionally, the City has determined that the Project site's existing features do not qualify as historic resources. Further, the General Plan EIR does not identify any historic resources at or near the Project site (Garden Grove, 2008b). Because the existing structure on the Project site, which was constructed in the 1970s, is not on federal, State, or local lists of designated historic resources and not eligible for listing, the building is not historically significant as defined by CEQA Guidelines § 15064.5. No impact to historical resources would occur and no mitigation is required.

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

Less than Significant Impact. Under existing conditions, the Project site is completely developed with commercial uses, including the former bowling alley building and surface parking. The Project would involve the demolition of the southern and eastern portion of the existing building and parking areas on-site. A new 2,000 sf stand-alone drive-thru coffee shop would be constructed in the southeast portion of the Project site, and the asphalt parking would be replaced. Due to the existing site conditions, on-site disturbance would be limited to surficial grading. The Project-specific geotechnical report estimates grading for the in-line restaurants to be approximately one-foot below the existing grade, which is not expected to exceed the depths of grading that occurred with the original site development. There would be shallow excavation for foundations (up to four feet below grade) (Terracon, 2019). As a result, there is a very low potential to uncover previously-undiscovered archeological resources during construction. Furthermore, pursuant to the City's standard condition of approval, in the unlikely event that archaeological resources are found during construction, all attempts would be made to preserve the archeological resource in place or leave it in an undisturbed state in compliance with applicable law. Thus, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the California Code of Regulations. Impacts to archeological resources would be less than significant and no mitigation is required.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The Project site is not known to have ever been used as a cemetery and is completely developed. The possibility of uncovering human remains during Project-related grading activities is also remote due to fact that the previous development of the site has substantially disturbed the subsurface of the site. Pursuant to California Health and Safety Code Section 7050.5, in the unlikely event human remains are encountered during ground-disturbing activities, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Mandatory compliance with the existing California Health and Safety Code regulations, would ensure impacts related to potential disturbance of human remains are less than significant. No mitigation would be required.

Mitigation Measures

Implementation of the Project would not result in significant impacts associated with cultural resources and no mitigation measures are required.

4.3.6 Energy

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***	☐	☐	☑	☐
b)	***Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***	☐	☐	☑	☐

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant impact. The following analysis is based on the *West Grove Center Air Quality, Greenhouse Gas, and Energy Technical Assessment* prepared by Urban Crossroads (January 2021) and included in Appendix A of this IS/ND (Urban Crossroads, 2021a).

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These standards relate to insulation requirements, glazing, lighting, shading, and water and space heating systems. The Garden Grove Municipal Code incorporates these State requirements. The Project's construction-related energy consumption would consist largely of temporary power consumption related to the use of power tools, more specialized equipment (welding equipment, elevators, cranes, etc.), and lighting. A second major source of energy consumption would be related to temporary lighting used for both work and security. Security lighting would likely be required for the site during the course of the construction period. For purposes of this analysis, the entire construction period was assumed to be approximately 9 months. The construction-related electrical consumption rate would be minimal in comparison to the operational consumption once the building is occupied. In addition, construction-related activities do not require the use of natural gas.

Table 4-5, Estimated Annual Energy Consumption, provides an estimate of electrical and natural gas consumption for the Project. As indicated in the table, the project is estimated to consume approximately 39,108 kilowatt (kWh) per year (or 3,259 kWh per month) of electricity and 1,938 therms of natural gas.

Table 4-5 Estimated Annual Energy Consumption

Energy Source	Total Project Consumption
Electrical Consumption	2,641,013 kBTU/year
Natural Gas Consumption	826,249 kWh/year

Source: (Urban Crossroads, 2021a)

It is important to note that the Project, which involves redevelopment of the Project site, would include energy efficient fixtures such as energy efficient lighting, appliances, windows, roofing materials, air conditioning, and insulation. In addition, the energy consumption rates do not reflect the more stringent 2019 California Building and Green Building Code requirements. Title 24, Part 6 contains energy requirements for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. These energy requirements include the use of energy efficient appliances and fixtures such as air conditioning units and lighting. The purpose of the California Green Building Code (Title 24, Part 11) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Title 24, Part 6 requirements have been incorporated into the California Green Building Code. These California Green Building Code requirements include the use of energy and water efficient appliances and fixtures such as double paned windows, insulation, low flow faucets, and stormwater treatment appurtenances. Furthermore, depending on when the construction plans are submitted to the City for plan check, the Project would be subject to, at a minimum, the 2019 California Building Standards Code and the 2019 Building Energy Efficiency Standards or any subsequently adopted code in effect at the time which would likely be more stringent than the 2019 code. As a result, the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operations nor would the Project conflict with or obstruct a state plan for renewable energy or energy efficiency. The City of Garden Grove does not have a local energy plan. This impact would be less than significant impact and no mitigation measures are required.

Mitigation Measures

Implementation of the Project would result in a less than significant impact associated with energy and no mitigation measures are required.

4.3.7 Geology and Soils

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ***v) 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.***	☐	☐	☐	☑
vi) Strong seismic ground shaking?	☐	☐	☑	☐
vii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
viii) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
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?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑	☐

Information presented in this section relative to geotechnical constraints is primarily based on a site-specific *Geotechnical Engineering Report, Starlight Cinema* (Geotechnical Report) (October 25, 2019), prepared by Terracon Consultants, Inc. (Terracon) (Terracon, 2019), which is included in Technical Appendix B of this IS/ND.

a) Would the Project directly or indirectly cause 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?***
- ***ii) Strong seismic ground shaking?***
- ***iii) Seismic-related ground failure, including liquefaction?***
- ***iv) Landslides?***

a.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. There are no known faults on the Project site and the Project site is not located within an Alquist-Priolo earthquake fault zone (Terracon, 2019). The nearest fault is the Seal Beach Fault, located approximately 4.5 miles southwest of the Project site, and associated with the Newport-Inglewood-Rose Canyon Fault zone (CDC, 2021). Therefore, no impacts related to the rupture of a known earthquake fault, as depicted on the most recent Alquist-Priolo Earthquake Fault Zoning Map, would occur as a result of Project implementation. No mitigation would be required.

a.ii) *Strong seismic ground shaking*?

Less than Significant Impact. The Project site is located in the southern California, which is a seismically active area. The type and magnitude of seismic hazards affecting the site are dependent on the distance to causative faults, the intensity, and the magnitude of the seismic event. The USGS Unified Hazard Tool is utilized to determine which earthquake fault has the potential for the greatest impact to a project site by evaluating factors including, but not limited to: distance to faults, prior earthquake magnitude, and type of fault. As calculated using the USGS Unified Hazard Tool, the Compton fault, which is located approximately 5.4 miles south of the Project site and is considered to have the most significant potential effect at the Project site from a design standpoint, has a maximum credible earthquake magnitude of 7.31. The Project site has a mean magnitude of 6.65. (Terracon, 2019)

Similar to all other development projects within Southern California, the Project has the potential to expose people or structures to adverse effects associated with seismic events. As a mandatory condition of Project approval, the Project Applicant would be required to construct the proposed buildings in accordance with the California Building Code (CBC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the City Building Code and Regulations (Chapter 18 of the City's Municipal Code). The CBC and City provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and have been specifically tailored for California earthquake conditions. In addition, the CBC (Chapter 18) requires development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. The Geotechnical Report prepared for the Project provides site-specific ground preparation and construction recommendations related to monitoring of earthwork activities, subgrade preparation, excavation, fill

materials and placements, compaction, grading and drainage, utility trenches, shrinkage, construction observation and testing, shallow foundations, floor slabs, and lateral earth pressures. As required by the City, the recommendations would be incorporated into the final Project design to ensure that potential impacts related to seismic ground shaking would be less than significant. Compliance with applicable requirements of the CBC and City Building Code and regulations would be assured through future City review of construction and building permits, which would require that strong seismic ground shaking effects are attenuated. As such, impacts would be less than significant and mitigation is not required.

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

Less than Significant Impact. Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geological Survey (CGS) has designated certain areas as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. (Terracon, 2019)

Subsurface soils encountered at the Project site generally consisted of soft to stiff clay soils with variable amounts of sand with interbedded layers of loose to medium dense sand with variable amounts of silt and clay to the maximum depth explored at 5.5 feet below ground surface (bgs). Groundwater was encountered between the depths of 10 and 22 feet bgs in the current borings and at the depth of 5 and 7 feet in Terracon's previous borings for the previously completed redevelopment project on parcels north of the Project site. Based on the nearby groundwater monitoring well data, the historical high groundwater is at the depth of 4.5 feet bgs. (Terracon, 2019) As shown in Exhibit SAF-2, Liquefaction Zones, of the Safety Element of the City's General Plan, the majority of the City of Garden Grove, including the Project site, is within a liquefaction zone (Garden Grove, 2008a).

A liquefaction analysis for the Project site was performed as part of the site-specific geotechnical investigation. Based on calculation results, seismically induced settlement of saturated and unsaturated sands was estimated to be about 2 inches. Differential seismic settlement is anticipated to be between one inch to 1.3 inches. The Geotechnical Report concludes that no adverse geological or geotechnical hazards, including liquefaction, exist at the Project site that would preclude the development of the Project as currently planned, provided the recommendations related to monitoring of earthwork activities, subgrade preparation, excavation, fill materials and placements, compaction, grading and drainage, utility trenches, shrinkage, construction observation and testing, shallow foundations, floor slabs, and lateral earth pressures provided in the Geotechnical Report are incorporated into the design and construction of the Project, as required by the City. There would be less than significant impacts related to seismic-related ground failure, including liquefaction with adherence to the CBC and City Building Code and regulations.

a.iv) Landslides?

No Impact. The Project site is relatively flat with an approximate elevation of 24 feet above mean sea level (amsl), and there are no hillsides or unstable slopes immediately adjacent to the site boundary. There is no potential for landslide hazards nor is the site in the path of any known or potential landslides. Therefore, no impacts with respect to landslides would occur, and no mitigation is required.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Under existing conditions, the Project site is developed and there is limited landscaping within the parking areas and along Valley View Street. During construction activities, soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate.

The potential for erosion would be alleviated through compliance with the current statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities adopted by the State Water Resources Control Board (SWRCB), as further discussed in the Hydrology and Water Quality section of this IS/ND. Notably, application of Storm Water Pollution Prevention Plan (SWPPPs) measures, such as temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the Project site during construction would be required. Further, as discussed in the Air Quality section of this IS/ND, adherence to SCAQMD Rule 403, which requires dust control, would further reduce erosion.

Following completion of the Project, the site would be improved with structures, hardscape, landscaping, and appropriate drainage infrastructure. The required Project-specific Preliminary Water Quality Management Plan (WQMP) included in Technical Appendix G of this IS/ND identifies an effective combination of erosion control and sediment control measures (i.e., best management practices [BMPs]) (including but not limited to use of bioretention facilities, efficient irrigation systems and landscape design, and source control BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. Compliance with the Project-specific WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, the Project would not result in substantial erosion or loss of top soil during long-term operation.

Therefore, sedimentation and erosion impacts during construction and operation would be less than significant with adherence to applicable regulations and no mitigation is required.

c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. Based on the results of soil borings conducted at the Project site (further discussed in the Geotechnical Report included in Technical Appendix B), the site is underlain by sandy silty clay, lean clay with sand, sandy silt, silty clay with sand, silty sand, and silty clayey sand. Potential impacts related to liquefaction and landslides are discussed under Threshold a, above. Results of soluble sulfate testing performed as part of the site-specific geotechnical investigation indicate samples of the on-site soils tested possess negligible sulfate concentrations when classified in accordance with Table 19.3.1.1 of the American Concrete Institute (ACI) Design Manual. Atterberg limit test results indicate that the on-site soils generally have low to medium plasticity. A consolidation test indicates that the clayey soils encountered at an approximate depth of 2.5 feet below the ground surface have a negligible collapse potential when saturated under normal footing loads of 2,000 pounds per square foot (psf). The Geotechnical Report concludes that no adverse geological or geotechnical hazards exist at the Project site that would preclude the development of the Project as currently planned, provided the recommendations provided in the Geotechnical Investigation are incorporated into the design and construction of the Project, consistent with the City's requirements (Terracon, 2019). Therefore, impacts related to unstable

soils would be less than significant with adherence to the CBC and City Building Code. No mitigation is required.

d) Would the Project be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994[3]), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. The expansion index (EI) test for on-site soils indicates that near surface clay soils have an EI of 14 (Terracon, 2019), which is considered very low (EI<20) based on ASTM D-4829. Based on the test results, no design considerations related to expansive soils are warranted for the Project site. Impacts would be less than significant and no mitigation is required.

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

No Impact. Consistent with existing condition the Project would connect to the municipal sewer system and no septic tanks or alternative waste water disposal systems would be utilized by the Project. Accordingly, no impact due to soils incapable of supporting such systems would occur and mitigation is not required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Under existing conditions, the Project site is completely developed with commercial uses, including the former bowling alley building and surface parking. There are no unique geologic features present at the Project site. Paleontological resources are plant and animal fossils dated from 3.5 million to 7,000 years ago, which are often found in sedimentary rock formations. The City of Garden Grove is located on a broad alluvial fan and alluvium resulting from the Rio Hondo, Santa Ana, and San Gabriel Rivers. According the General Plan EIR, these alluvial deposits are too young geologically to contain scientifically significant fossils in their original, undisturbed location, and therefore are not considered paleontologically sensitive. There are no fossil locations on or close to the City of Garden Grove in these young geologic materials (Garden Grove, 2008b).

The Project would involve the demolition of the southern and eastern portion of the existing building and parking areas on-site. A new 2,000 sf stand-alone drive-thru coffee shop would be constructed in the southeast portion of the Project site, and the asphalt parking would be replaced. The Project-specific geotechnical report estimates grading for the in-line restaurants to be approximately one-foot below the existing grade, which is not expected to exceed the depths of grading that occurred with the original site development. There would be shallow excavation for foundations (up to four feet below grade) (Terracon, 2019). Based on this, and the low paleontological sensitivity of the City, including the Project site, there is very low potential to uncover previously-undiscovered paleontological resources during construction. Notwithstanding, pursuant to the City's standard condition of approval, in the unlikely event that paleontological resources are found during construction, all attempts would be made to preserve the resource in place or leave it in an undisturbed state in compliance with applicable law. The Project would

[3] Threshold d is based on Appendix G of the CEQA Guidelines and references Table 18-1-B of the 1994 Uniform Building Code (UBC) which has been superseded by the 2019 CBC. The 2019 CBC references ASTM D-4829, a standard procedure for testing and evaluating the expansion index (or expansion potential) of soils established by ASTM International, which was formerly known as the American Society for Testing and Materials (ASTM). ASTM D-4829 was used as the standard for evaluating the Project's potential impact related to expansive soils in the above analysis.

not directly or indirectly destroy a known unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

Mitigation Measures

With compliance with the CBC and the City's Building Codes and regulations, implementation of the Project would not result in significant impacts associated with geology and soils and no mitigation measures are required.

4.3.8 Greenhouse Gas Emissions

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***	☐	☐	☑	☐
b)	***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***	☐	☐	☐	☑

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases (GHG) in the earth's atmosphere, CO_2 (carbon dioxide), N_2O (nitrous oxide), CH_4 (methane), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride. Many scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic (human) activity. The cumulative accumulation of these gases in the earth's atmosphere is the cause for the observed increase in the earth's temperature. An individual project like the Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the GHG Analysis evaluates the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

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

Less than Significant Impact. This analysis is based on the *West Grove Center Air Quality, Greenhouse Gas, and Energy Technical Assessment* prepared by Urban Crossroads (January 2021) and included in Appendix A of this IS/ND (Urban Crossroads, 2021a).

The City of Garden Grove has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A common GHG emissions threshold utilized throughout southern California is 3,000 metric tons of carbon dioxide equivalent (CO_2e) per year ($MTCO_2e$/year). The 3,000 $MTCO_2e$/year threshold is based on substantial evidence from the SCAQMD. SCAQMD established this level of emissions as a quantitative threshold based on market capture. In other words, this threshold was derived to ensure capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and

job growth, while setting the emissions threshold high enough to exclude small development projects that will contribute a relatively small amount of cumulative statewide GHG emissions. While this methodology could exclude up to 10 percent of new development, the capture of 90 percent of new development would establish a strong basis for demonstrating that cumulative reductions are being achieved across the state through uniform CEQA review.

The SCAQMD's draft threshold uses the Executive Order S-3-05 Year 2050 goal as the basis for the screening threshold. Achieving the Executive Order's objective would contribute to worldwide effort to cap CO_2 concentrations at 450 parts per million, thus stabilizing global climate. Specifically, the threshold was set at levels that capture 90 percent of the GHG emissions from development projects, consistent with the Executive Order S-3-05 target of reducing GHGs to 80 percent below 1990 levels by 2050. Lastly, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

The annual GHG emissions associated with construction and operation of the Project are estimated to be 2,682.41 $MTCO_2e$ per year as summarized in Table 4-6, Total Project GHG Emissions (Annual) (model outputs are provided in Appendix A). Direct and indirect operational emissions associated with the Project are compared with the SCAQMD's threshold of significance of 3,000 $MTCO_2e$ per year. As shown, the Project would result in a less than significant impact with respect to GHG emissions and no mitigation is required.

Table 4-6 Total Project GHG Emissions (Annual)

Emission Source	Emissions (CO_2e Metric Tons per year)
Annual construction-related emissions amortized over 30 years	9.55
Area	<0.01
Energy	405.97
Mobile Sources	2,154.16
Waste	88.12
Water Usage	24.60
Total CO_2e (All Sources)	**2,682.41**
Screening Threshold (CO_2e)	**3,000**
Threshold Exceeded?	**NO**

Source: (Urban Crossroads, 2021a)

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 comply with applicable regulations intended to reduce GHG-emissions and no impact would occur. The Project is consistent with the general goals and objectives identified in SCAG's RTP/SCS, which is discussed previously in the Air Quality section of this IS/ND. Pursuant to SB 375, the RTP/SCS calls for the integration of transportation, land-use and housing policies to plan for achievement of the GHG-emissions target for the region. Consistency with applicable plans is discussed below.

- **Executive Order S-3-05.** The Project would not exceed the 3,000 MT O2e/year threshold which was set with the intent of achieving the Executive Order S-3-05 Year 2050 GHG reduction goal, as discussed below.
- **CARB 2017 Scoping Plan Update.** In November 2017, CARB released the Final *2017 Scoping Plan Update*, which identifies the State's post-2020 GHG reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As summarized in Table 4-7, 2017 Scoping Plan Consistency Summary, below, the Project would not conflict with any of the provisions of the 2017 Scoping Plan and in fact supports eleven of the action categories.

Table 4-7 2017 Scoping Plan Consistency Summary[4]

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Electricity and Natural Gas	Renewable Portfolio Standard	SB 100/ Executive Order B-55-18	**Consistent.** The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources and obtained 36% of its power supply from renewable sources in 2018. The Project would not interfere with or obstruct SCE energy source diversification efforts.
	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non- Residential Building	
		Title 24 Part 11 California Green Building Code	
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	**Not Applicable.** On December 12, 2019, California celebrated reaching the one million solar roof milestone.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would comply with the CalGreen standards, which require a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	

[4] Source California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017 and CARB, Climate Change Scoping Plan, December 2008.

Table 4-7 2017 Scoping Plan Consistency Summary[4]

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Program	**Not Applicable.** The Project is characterized as being a commercial use. As such, the 2010 CARB Mandatory Program is not applicable in this case. Additionally, the Mandatory Reporting Regulation Program only applies to entities with more than 10,000 MTCO2e of CO_2 emissions per year.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of these measures. As further discussed in the Utilities and Services Systems sections of the IS/ND, the Project is required to achieve the recycling mandates, including through compliance with applicable solid waste management regulations, and participation in programs implemented in the City to reduce solid waste generation.
		AB 341 Statewide 75 Percent Diversion Goal	
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not Applicable.** The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not Applicable.** The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code	**Consistent.** The Project would comply with all Title 24 standards and would implement required green building strategies.
Transportation	Mobile Source Strategy (Cleaner Technology and Fuels)	Executive Order B-48-18	**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with Executive Order B-48-18's target of increasing the number of light-duty EV to 1.5 million by 2025 and 5 million by 2030.

Table 4-7 2017 Scoping Plan Consistency Summary[4]

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent.** This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the Project site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent.** As discussed in the Air Quality section of this IS/ND, the Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not Applicable.** The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent.** This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	SB 862	**Not Applicable.** This is a statewide measure that would not be implemented by the Project Applicant or City of Garden Grove.

Mitigation Measures

Implementation of the Project would not result in significant impacts related to GHG emissions and no mitigation measures are required.

4.3.9 Hazards and Hazardous Materials

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?***	☐	☐	☑	☐
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?***	☐	☐	☑	☐
c)	***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***	☐	☐	☑	☐
d)	***Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***	☐	☐	☐	☑
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 or excessive noise for people residing or working in the project area?***	☐	☐	☑	☐
f)	***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***	☐	☐	☑	☐
g)	***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***	☐	☐	☐	☑

a. Would the Project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The Project's construction activities would involve the transport, use, and handling of hazardous materials Notably, heavy equipment (e.g., dozers) would operate on the Project site during construction and is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or

transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, Regional Water Quality Control Board (RWQCB), and the City of Garden Grove. With mandatory adherence to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

The Project involves the development of the Project site with commercial uses, anticipated to include one anchor tenant and restaurant uses. The Project does not propose to develop the site with any manufacturing, industrial, or other uses utilizing large amounts of hazardous materials. Consistent with other commercial uses in the area, the Project would use limited amounts of hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans that would be primarily utilized for maintenance of the proposed buildings and other site improvements. The typical use of maintenance related hazardous materials would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or environment. With adherence to applicable regulations, including Chapter 6.32, Hazardous Materials, of the City's Municipal Code, operation of the Project would result in a less than significant impact.

b. Would the Project 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.

Hazardous Materials

This section summarizes the *Phase I Environmental Site Assessment, Starlight Cinema – Garden Grove* (ESA) (November 10, 2020) prepared for the Project site by Terracon (Terracon, 2020), included as Technical Appendix C of this IS/ND. The Phase I ESA addresses the entire Project site. The purpose of the Phase I ESA is to evaluate the property's potential to contain Recognized Environmental Concerns (RECs[5]), historical RECs (HRECs[6]), or controlled RECs (CRECs[7]). The Phase I ESA included a site visit (conducted November 2, 2020), records review, and interviews.

During the site visit, Terracon observed the following: one 55-gallon drum, one 5-gallon bucket containing transmission oil, seventeen 5-gallon buckets of paint, one 5-gallon container of lacquer, interior floor

[5] RECs are defined, according to American Society for Testing and Materials (ASTM) E1527-13 as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs".

[6] HRECs are defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls."

[7] CRECs are defined as "a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls."

drains, two pad-mounted transformers, and concrete debris. Based on the site observations conducted by Terracon, RECs were not identified on-site during the site visit (Terracon, 2020).

The site-specific Phase I ESA included a review of selected federal and state environmental regulatory databases as well as responses from state and local regulatory agencies. AMF Valley View Lanes #284, which previously operated at the Project site, was identified in the regulatory database. According to the Phase I ESA, the Project site is listed in the Clandestine Drug Labs (CDL), CalEPA Regulated Site Portal Data (CERS), Enforcement & Compliance History Information (ECHO), Facility Index System/Facility Registry System (FINDS), Facility of Manifest Data (HAZNET), Hazardous Waste Tracking System (HWTS) and Resource Conservation and Recovery Act/No Long Regulated (RCRA NonGen/NLR) regulatory databases. According to the RCRA NonGen/NLR and HAZNET databases, the site is listed as a handler of alkaline solutions without metals, off-specification, aged or surplus organics, and unspecified aqueous solution, with no violations reported. The CDL database listings indicated that a mobile lab where "illegal drug lab equipment and materials were found in a vehicle or other mode of transport." Further, according to the CERS database, the site is listed as a chemical storage facility, which received violations between 2013 and 2016.

It should be noted that all violations were remediated and the chemical storage facility returned to compliance. Based on a review of the database listings and the nature of the reported violations, AMF Valley View Lanes #284 does not represent a REC to the Project site. The remaining facilities listed in the database report, including the City of Garden Grove Fire Station south of the Project site, also do not represent RECs to the Project site at this time based upon regulatory status, apparent topographic gradient, and/or distance from the site. (Terracon, 2020)

Accordingly, no significant impacts associated with the accidental release of hazardous materials would occur. This impact is less than significant and no mitigation is required.

Building Materials

The use of asbestos containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978 and may be present in the existing building on-site, which was constructed in 1975. All proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which include mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. SCAQMD Rule 1403 (Asbestos Emissions) and Title 17 of the California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards applies.

SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Assuming that ACMs are present in the existing building, then Rule 1403 requires notification of the SCAQMD prior to commencing any demolition activities. Rule 1403 also sets forth specific procedures for the removal of asbestos and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. 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 ACMs. Because construction activities on the Project site would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to asbestos would be less than significant.

Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During demolition activities associated with the existing building, there is a potential for exposing construction workers to health hazards associated with lead. The contractor would be required to comply with Title 17, CCR, Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these mandatory requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards during demolition and/or during transport of demolition waste to an appropriate disposal facility and would ensure that impacts related to LBP remain less than significant.

Accordingly, ACMs and lead paint would pose a less than significant hazard to the public or the environment due to release into the environment during construction.

Upon completion, the Project site would include commercial uses. Based on the operational characteristics of commercial uses, it is possible that hazardous materials could be used during the future occupants' daily operations; however, the future occupants would be required to comply with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous materials. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project. No mitigation is required.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There is one existing school located within one-quarter mile of the Project site: Montessori Greenhouse School (elementary school) (approximately 0.1 mile southwest of the Project site). The Project involves repurposing the existing building for commercial uses, including restaurant uses, and to develop one new stand-alone building on the Project site anticipated to be occupied by a drive-thru coffee shop. The proposed uses would not involve activities that would emit hazardous materials or substances. As discussed in Threshold a, construction of the Project would include operation of heavy equipment (e.g., dozers) which is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. With mandatory adherence to applicable hazardous materials regulations, the Project would not pose a hazard during construction activities. Operations and maintenance activities would involve the limited use of hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans that would be primarily utilized for maintenance of the proposed buildings and other site improvements. When used correctly and in compliance with existing laws and regulations, use of hazardous materials during Project operations would not pose a hazard. Therefore, the Project would have a less than significant impact regarding emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and no mitigation is required.

d) Would the Project be located on a site which is included on a list of hazardous materials sites complied 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. Based on review of the DTSC EnviroStor database Hazardous Waste and Substances site (Cortese List), the Project site is not included on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 (DTSC, 2021). Therefore, no impact would result and no mitigation is 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 or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The nearest airport to the Project site is the Los Alamitos Joint Forces Training Base, which is located approximately 0.8-mile northwest of the Project site. As shown in Figure 1, Airport Land Use Commission for Orange County Airport Planning Area, of the Airport Environs Land Use Plan (AELUP) for the Los Alamitos Joint Forces Training Base, the Project site is within the Airport Planning Area for the Los Alamitos Joint Forces Training Base (JFTB) (OCALUC, 2016). The JFTB is primarily utilized for helicopter training missions (Garden Grove, 2008b). According to Exhibit D3, Impact Zones Joint Forces Training Base Los Alamitos, of Appendix D of the AELUP, the Project site is not within the JFTB clear zone (accident potential zone), or the 60 and 65 Community Noise Equivalent Level (CNEL) noise contours (OCALUC, 2016). As such, the implementation of the Project would not result in a safety hazard or excessive air-travel related noise at the for people working or residing in the Project area.

According to Exhibit D1, Notification Area for JFTB, and Exhibit D2, AELUP Height Restriction Zone for JFTB Los Alamitos, of the AELUP, the Project site is within the FAR Part 77 notification area for the JFTB, and FAR Part 77 obstruction imaginary surface area. Per the AELUP, all construction or alteration at elevations more than 200 feet about ground level require FAA and Airport Land Use Commission (ALUC) notification, as do construction or alterations that encroach into an imaginary surface area (OCALUC, 2016). The Project involves repurposing of an existing building and construction of a new stand-alone building; these buildings would have maximum building heights of 27 feet and 24.25 feet above ground level at top of parapet, respectively. Therefore, the Project would not meet the requirements for notifying the FAA or ALUC and impacts would be less than significant. No mitigation is required.

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project site does not contain any emergency facilities; the nearest emergency facility to the Project site is OCFA Fire Station No. 84 located south of the Project site (on the south side of the alley) at 12191 Valley View Street. The fire station is accessed from Valley View Street and not the alley; there is an existing wall between the alley and the fire station. The City of Garden Grove adopted its Emergency Operations Plan (EOP) in 2016; the EOP is a multi-hazard plan that addresses the City's planned response to extraordinary emergency situations, which are typically considered large-scale disasters.

Access to the Project site would be provided from an existing driveway on Valley View Street and the alley to the south, consistent with existing conditions. Construction and operation of the Project would not physically interfere with the EOP. The Project does not involve any improvements to the existing driveway

at Valley View Street that would prevent or otherwise interfere with emergency access. During short-term construction activities, emergency access may be temporarily disrupted during construction along the alley; however, this construction would be implemented in accordance with the City's regulations for work in the public right-of-way. Additionally, alternative access points to the Project site would be available when construction near the alley is being conducted.

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 OCFA standards. OCFA has reviewed the development plans to ensure adequate emergency access pursuant to the California Fire Code (Title 24, California Code of Regulations, Part 9), which is enforced by OCFA (per Chapter 18.32, Fire Code, of the City's Municipal Code). 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.

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project 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 intermixed with wildlands (CalFire, 2011; CalFire, 2007). The nearest area located within a Very High Fire Hazard Severity Zone is located approximately 12.7 miles northeast of the Project site, north of the City of Brea. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildland fires. No mitigation measures are required.

Mitigation Measures

Implementation of the Project would not result in significant impacts related to hazards and hazardous materials and no mitigation measures are required.

4.3.10 Hydrology and Water Quality

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***	☐	☐	☑	☐
b)	***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***	☐	☐	☑	☐
c)	***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***				
i.	***Result in substantial erosion or siltation on- or off-site;***	☐	☐	☑	☐
ii.	***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***	☐	☐	☑	☐
iii.	***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***	☐	☐	☑	☐
iv.	***impede or redirect flood flows?***	☐	☐	☐	☑
d)	***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***	☐	☐	☐	☑
e)	***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***	☐	☐	☐	☑

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The California Porter-Cologne Water Quality Control Act (§ 13000 et seq., of the California Water Code) (Porter-Cologne Act), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is within the jurisdiction of the Santa Ana RWQCB. The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) (amended through June 2019) is the governing water quality plan for the region, which sets forth goals and objectives for protecting water quality within the region and is discussed further under Threshold e.

In 2002, the Santa Ana RWQCB issued NPDES Permit Order No. R8-2002-0010 for discharges of urban runoff from public storm drains in northern Orange County; the NPDES permit has subsequently been revised[8]. The Permittees are the County of Orange; the Orange County Flood Control District (OCFCD); and the northern Orange County cities, including the City of Garden Grove (collectively "the Co-Permittees"). To implement the requirements of the MS4 Permit, the Co-Permittees developed the 2003 Drainage Area Management Plan (DAMP). The DAMP provides a framework and a process for following the Areawide MS4 Permit requirements and incorporates watershed protection/stormwater quality management principles into the Co-Permittees' General Plan process, the environmental review process, and the development permit approval process.

Temporary Construction-Related Activities

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paint and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of protective or avoidance measures.

The Project site is approximately 2.15 acres. Therefore, construction of the Project would involve the disturbance of more than one acre of soil and the Project is subject to the requirements of the State Water Resources Control Board's (SWRCB) NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities[9], herein referred to as the "Construction General Permit." Further, the DAMP includes a program to ensure that construction sites implement practices that address control of construction-related pollutant discharges, including erosion and sediment control and on-site hazardous materials and waste management. Construction-related water quality impacts would be minimized through compliance with the Construction General Permit, which requires completing a construction-site risk assessment to determine appropriate coverage level, filing an NOI with the SWRCB, and having a Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer prepare a SWPPP. The SWPPP must include erosion- and sediment control BMPs that would meet or exceed measures required by the determined risk level of the Construction General Permit, in addition to BMPs that control the other potential construction-related pollutants (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Mandatory adherence to the Construction General Permit and implementation of measures outlined in the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, surface water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

[8] A revised Orange County MS4 Permit was adopted on May 22, 2009 (Permit No. CAS618030, Order No. R8 2009-0030). The revised permit included several provisions for new development and redevelopment, including a requirement to revise the DAMP and Model Water Quality Management Plan (WQMP) by May 2010. The MS4 Permit was subsequently reopened and revised for the limited purpose of extending deadlines for the preparation of the WQMP and related documents (Permit Order No. R8-2015-0004).

[9] NPDES No. CAS000002, Water Quality Order 2009 0009 DWQ, SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

Post-Development Water Quality Impacts

The Project site drains to the Bolsa Chica Channel, which has ammonia, indicator bacteria, and pH on its 303(d) List for Impairments. Each of these impairments have expected total maximum daily loads (TMDLs) completions of 2021. Based on the current receiving water impairments, the Project's anticipated pollutants of concern for the Project are pathogens and nutrients (KPFF, 2020b). The Project would be required to comply with Chapter 6.40, Stormwater Quality, of the City's Municipal Code which is intended to improve water quality and comply with federal requirements for the control of urban pollutants to stormwater runoff that enters the network of storm drains throughout Orange County. According to Section 6.40.050, Controls for Water Quality Management, all new development and significant reconstruction within the City, such as the Project, shall be undertaken in accordance with the DAMP. The DAMP satisfies the NPDES permit conditions to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses. The DAMP contains guidance on both structural and non-structural BMPs for meeting these goals. As required by Municipal Code Chapter 6.40, and consistent with the DAMP, preparation of a water quality management plan (WQMP) in accordance with the requirements of the NPDES permit.

The WQMP is a site-specific post-construction water quality management program designed to address pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project's Preliminary WQMP was prepared by KPFF Consulting Engineers (KPFF) (October 2020) and is included in Technical Appendix E of this IS/ND. As identified in the Preliminary WQMP, the 2.15-acre Project site consists of approximately 99 percent impervious surfaces under existing conditions. The existing impervious surfaces at the Project site consist of the roof of the existing building, concrete sidewalk areas, and asphalt/concrete area for the parking lot. As further discussed under Threshold c below, currently runoff originating from the Project site discharges untreated as sheet flow to the public storm drain system. Specifically, the northern portion of the site sheet flows to Valley View Street and the southern portion of the site sheet flows to a valley gutter where it discharges to the alley located south of the Project site. The Project would involve redevelopment of the Project site and an associated increase in landscape area resulting in an overall reduction in impervious area (87% compared to 99%). The post development drainage would be similar to the pre-development drainage pattern. However, stormwater runoff would be conveyed through on-site storm drain pipes to modular wetland systems before discharging via a pump system through parkway drains to Valley View Street (DMA 1) and the alley (DMA 2). The modular wetland system would treat stormwater runoff, and would be sized based on the treatment flow calculated per Orange County modified rational method. The added pervious area, modular wetland systems, and proposed storm drain system would address potential water quality impacts results from Project operations. (KPFF, 2020b) It should be noted that the Project would improve the quality of stormwater quality from the Project site compared to existing conditions where the runoff enters the storm drain system untreated.

The Project-specific Preliminary WQMP also identifies required structural and non-structural BMPs that would be implemented as part of the Project. Non-structural BMPs include education materials for property owners, tenants, and occupants; activity restrictions; common area landscape management; BMP maintenance; uniform fire code implementation; common area litter control; employee training; common area catch basin inspection; and street sweeping private streets and parking lots. Structural BMPs included in the Project's WQMP include storm drain system stenciling and signage; design and construct trash and waste storage areas to reduce pollution introduction; and use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control (KPFF, 2020b).

Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements during construction or long-term operation. Impacts would be less than significant.

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

Less Than Significant Impact. No groundwater wells are located on the Project site or are proposed as part of the Project. The City of Garden Grove Public Works Department, Water Services Division (GGPWD,WSD) is the primary provider of potable water to the residents of Garden Grove. The Project site is currently served with potable water by GGPWD,WSD; the Project site would continue to be served by GGPWD,WSD under Project conditions. According to the GGPWD,WSD's Urban Water Management Plan (UWMP), the majority of GGPWD,WSD's water supply comes from two sources, imported water from the Metropolitan Water District of Southern California (Metropolitan) through the Municipal Water District of Orange County (MWDOC) and local groundwater, extracted from local wells within the Orange County Ground Water Basin (OC Basin). MWDOC wholesales imported water to the City through four imported water connections and groundwater is pumped from eleven active wells located throughout the City (GGPWD,WSD, 2016). The City's main source of water supply is groundwater from the Lower Santa Ana River Groundwater Basin. Currently, the City relies on approximately 70 percent groundwater and 30 percent imported water; the water supply mix is projected to remain roughly the same by 2040.

The Project site is within the boundaries of the OC Basin. According to the Orange County Water District (OCWD), which manages the OC Basin, the City of Garden Grove does not have surface water recharge facilities (OCWD, 2018). Additionally, under existing conditions, approximately 99 percent of the Project site consists of impervious surfaces, which provide little to no opportunity for infiltration. The Project would decrease the amount of impervious surface coverage by 12 percent through the introduction of additional on-site landscaping. Although the Project would introduce pervious surface coverage to the Project site, infiltration practices are not feasible due to the high groundwater (KPFF, 2020b).

As to water supply, according to the UWMP, the City is 100 percent reliable for normal year and single-dry year[10] demands from 2020 through 2040, with a six percent demand increase as compared to normal demand with significant reserve held by Metropolitan, local groundwater supplies, and conservation. Additionally, according to the UWMP, the City can meet all customers' demands with significant reserves held by Metropolitan, local groundwater supplies, and conservation in multiple dry years[11] from 2020 through 2040, with a six percent demand increase as compared to normal demand with significant reserve held by Metropolitan, local groundwater supplies, and conservation (GGPWD,WSD, 2016).

The Project would not interfere with groundwater recharge or substantially decrease groundwater supplies. This impact would be less than significant and no mitigation is required.

[10] A single-dry year is defined as a single year of no to minimal rainfall with a period that average precipitation is expected to occur.
[11] Multiple-dry years are defined as three or more consecutive years with minimal rainfall within a period of average precipitation.

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

i) result in substantial erosion or siltation on- or off-site;
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;
iii) create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
iv) impede or redirect flood flows?

Summary: Under existing conditions, the Project site is completely developed and does not contain a stream or river; therefore, the Project would not alter the course of a stream or river. A Preliminary Hydrology Study (Hydrology Study) was conducted for the Project by KPFF (October 2020), and is included in Technical Appendix D of this IS/ND. Currently, the Project site is comprised of 99 percent impervious surfaces. As shown in Figure 4-4, Existing Hydrology Conditions, runoff sheet flows from the Project site. The northern portion of the site sheet flows to Valley View Street and continues south along the roadway before reaching a catch basin that discharges to a concrete channel that flows to the Bolsa Chica Channel, and ultimately the Pacific Ocean. The southern portion of the Project site sheet flows to a valley gutter where flows discharge to the alley south of the Project site and continues west to a trench drain located in the residential area. (KPFF, 2020a)

As shown in Figure 4-5, Proposed Hydrology Conditions, and as described in Section 3.0, Project Description, following the development of the Project, the site's post-development drainage pattern would be similar to pre-development conditions with two drainage management areas (DMAs). However, under the developed condition, stormwater runoff would sheet flow to new curb and gutters, would be collected by catch basins, and would be conveyed through on-site 8-inch storm drain pipes to modular wetland systems before discharging via a pump system through parkway drains to Valley View Street (DMA 1) and the alley (DMA 2). The mitigated flows would discharge through the parkway drain at a low velocity. The Project's storm drain system would also include an internal bypass system sized for the 50-year peak flow rate and would also discharge to Valley View Street for DMA 1 and the southern alley for DMA 2. (KPFF, 2020a)

c.i) *result in substantial erosion or siltation on-or off-site?*

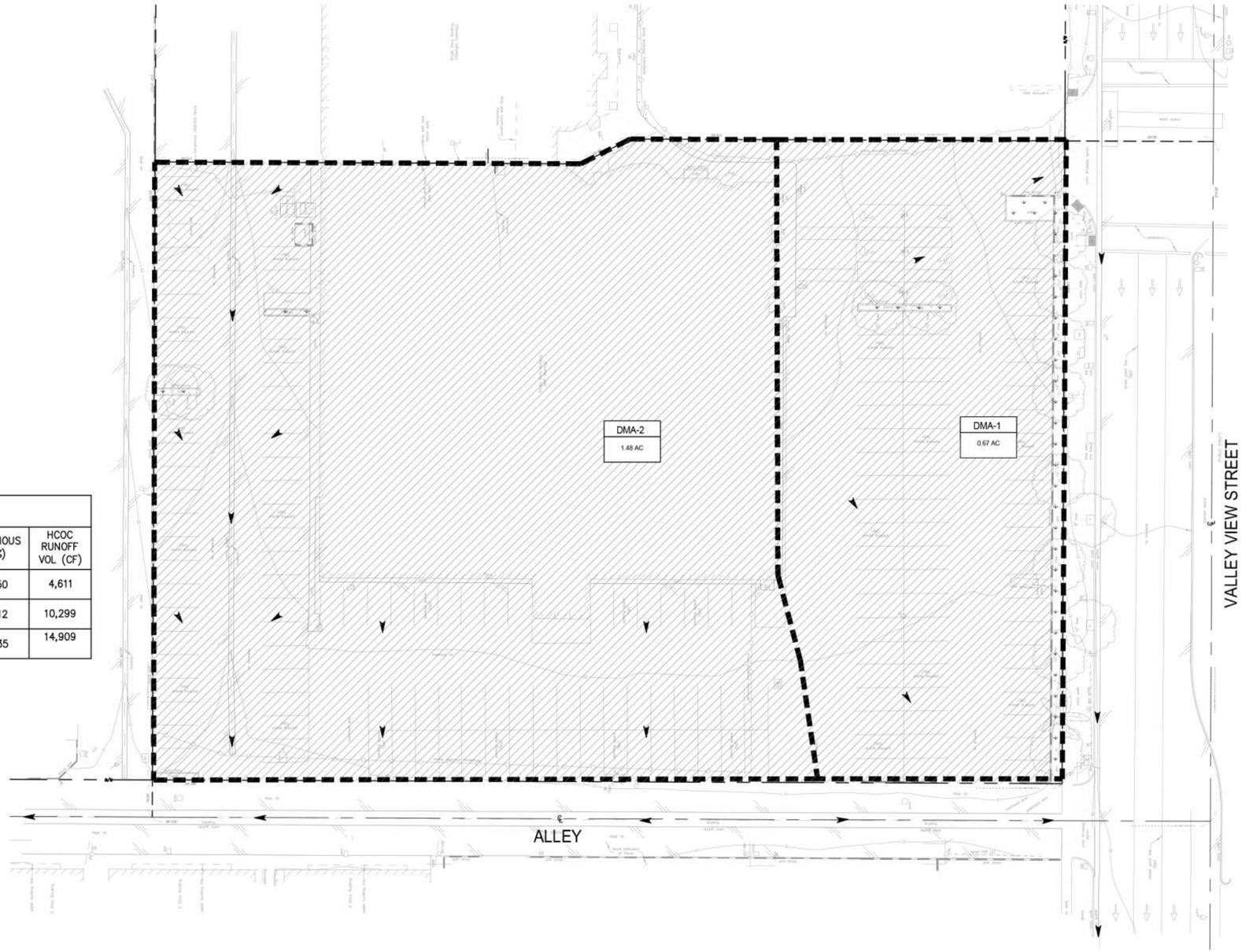
Less Than Significant Impact. As discussed above, the Project would maintain a similar drainage pattern compared to existing conditions, and there are no streams or rivers on the Project site. Under the existing conditions, 99 percent of the site is developed with impervious surfaces and minimal erosion occurs on-site. Implementation of the Project has the potential to result in erosion and siltation impacts during the construction phase. The southern and eastern portion of the existing building on-site would be demolished along with existing surface parking areas, which would expose soils to potential water-related erosion. As discussed under the analysis of Threshold a, the Project would adhere to existing regulations, which require that a SWPPP be prepared and implemented during construction activities to mitigate potential water quality impacts due to erosion and siltation. Impacts during construction would be less than significant.

LEGEND

- PROPERTY LINE
- DRAINAGE AREA BOUNDARY (DMA)
- EXISTING FLOW DIRECTION
- EXISTING IMPERVIOUS AREA
- EXISTING PERVIOUS AREA

EXISTING ON-SITE HYDROLOGY SUMMARY

TOTAL (FT^2)	TOTAL (AC)	IMPERVIOUS (FT^2)	IMPERVIOUS (AC)	IMPERVIOUS (%)	PERVIOUS (FT^2)	PERVIOUS (AC)	PERVIOUS (%)	HCOC RUNOFF VOL (CF)
DMA-1	0.67	28812.68	0.66	98.50	251.63	0.01	1.50	4,611
DMA-2	1.48	64,467.65	1.48	99.88	74.67	0.00	0.12	10,299
93,606.63	2.15	93,280.33	2.14	99.65	326.30	0.01	0.35	14,909



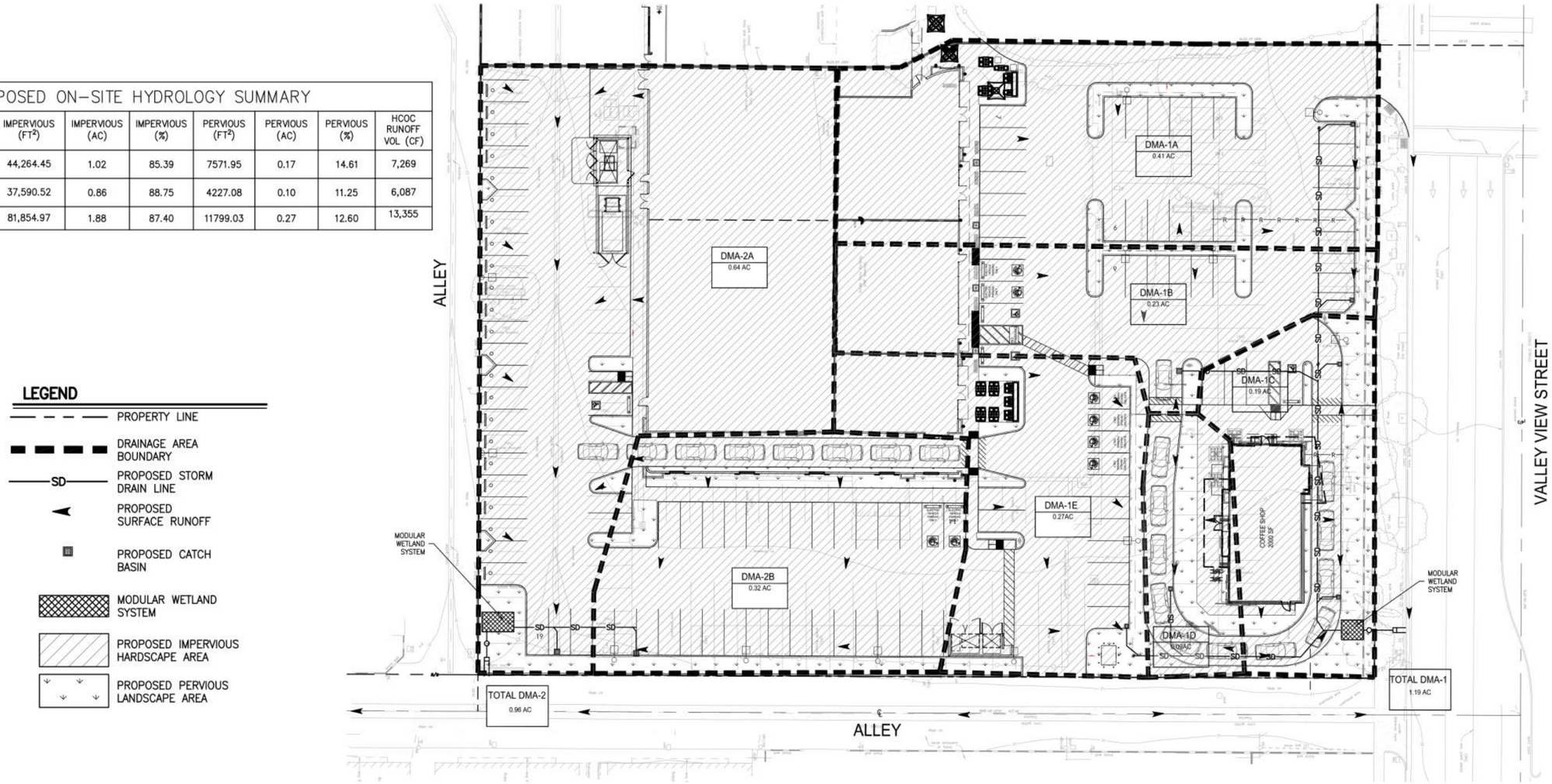
Source(s): KPFF Consulting Engineers (10-09-2020)

Figure 4-4

Not to Scale

Existing Hydrology Conditions

PROPOSED ON-SITE HYDROLOGY SUMMARY									
	TOTAL (FT^2)	TOTAL (AC)	IMPERVIOUS (FT^2)	IMPERVIOUS (AC)	IMPERVIOUS (%)	PERVIOUS (FT^2)	PERVIOUS (AC)	PERVIOUS (%)	HCOC RUNOFF VOL (CF)
DMA-1	51836.40	1.19	44,264.45	1.02	85.39	7571.95	0.17	14.61	7,269
DMA-2	41817.60	0.96	37,590.52	0.86	88.75	4227.08	0.10	11.25	6,087
SITE	93654.00	2.15	81,854.97	1.88	87.40	11799.03	0.27	12.60	13,355



Source(s): KPFF Consulting Engineers (10-09-2020)

Figure 4-5

Not to Scale

Proposed Hydrology Conditions

The Project would decrease the amount of impervious surface coverage on the Project site from 99 percent to 87 percent. However, the Project would not substantially alter the site's drainage pattern in such a way that would result in substantial erosion or siltation on- or off-site. As discussed under Threshold a, the Project would include the construction of an integrated storm drain system on-site with BMPs to minimize the amount of waterborne pollutants carried from the Project site. The proposed BMPs are enforced by the Project's WQMP and are highly effective at removing sediment from stormwater runoff flows. Therefore, stormwater runoff leaving the Project site would not carry substantial amounts of sediment. Once the stormwater runoff leaves the Project site, it would be discharged to Valley View Street and the alley. Because there are no exposed soils at the Project site's discharge points, the Project's stormwater runoff would not result in erosion as it leaves the Project site. Impacts would be less than significant and no mitigation is required.

c.ii) *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. Pursuant to the requirements of the Orange County Technical Guidance Document (TGD) (the applicable technical requirement document for the Project), the Project's Preliminary Hydrology Report includes analysis of a 2-year 24-hour rainfall event. Under existing conditions, during a 2-year 24-hour rainfall event, 14,909 cubic feet (cf) of water discharges from the Project site. The addition of the pervious surface at the Project site with the Project and the use of the proposed storm drain system would increase the time of concentration on-site and would reduce runoff volume. As shown in Table 4-8, Project Site Peak Flows, under post-development conditions, during a 2-year 24-hour rainfall event, 13,355 cf of water would discharge from the Project site (KPFF, 2020a). Therefore, the implementation of the Project would result in a 1,554 cf reduction (approximately 10 percent reduction) in runoff volume. Because the post-development runoff volume for the 2-year, 24-hour storm does not exceed that of the pre-development condition by more than 5%, a hydrologic condition of concern (HCOC) does not exist. As such, the Project's proposed drainage improvements would not result in on or off-site flooding and impacts would be less than significant.

Table 4-8 Project Site Peak Flows

DMA	Area (ac)	Impervious (ac)	Impervious Ratio	C	2-yr, 24-Hr Rainfall (in)	Runoff Volume (cf)
Pre-Development Condition						
1	0.67	0.66	0.99	0.89	2.13	4,611
2	1.48	1.48	1.00	0.90	2.13	10,299
					Total	**14,909**
Post-Development Condition						
1	1.19	1.02	0.86	0.79	2.13	7,269
2	0.96	0.86	0.90	0.82	2.13	6,087
					Total	**13,355**

Note: ac = acre, C = runoff coefficient, in = inch, and cf = cubic feet

(KPFF, 2020a, Attachment A)

c.iii) *create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. As discussed above under Threshold c.ii, stormwater runoff originating from the Project site would be captured in the Project's proposed modular wetland system, as well as

proposed landscaped areas on-site. The Project proposed storm drain system and landscaping are anticipated to capture stormwater flows and increase the time of concentration, thereby reducing runoff flows. In accordance with the requirements of the North Orange County Model WQMP (the applicable technical requirement document for the Project), the Project's proposed modular wetland system is designed to retain 50-year peak flows and are designed to discharge flows at a low velocity and into the City's existing storm drain system. The existing storm drain system already accepts stormwater runoff originating from the Project site under existing conditions. Therefore, with the implementation of the Project, and overall reduction in runoff, the City's existing storm drain system has the capacity to accept the Project's stormwater flows in addition to the flows from the surrounding development. Additionally, the Project's proposed BMPs would ensure that pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. As such, impacts would be less than significant and no mitigation is required.

c.iv) *impede or redirect flood flows?*

No Impact. Based on review of Exhibit SAF-4, Flood Zones, of the City of Garden Grove General Plan Safety Element, the Project site is not within a flood zone. Additionally, based on review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Map number 06059C0117J), the Project site is not located within a 100-year flood hazard area designated by FEMA (FEMA, 2009). Thus, the Project would not place structures within a flood hazard area that would impede or redirect flood flows, and impacts would not occur.

d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As previously discussed under Threshold c.iv, the Project site is not within a 100-year flood hazard zone. A tsunami is a sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a seafloor associated with large, shallow earthquakes. The Project site is more than 5 miles east of the Pacific Ocean and is located outside of the Tsunami Hazard Zone, as identified by the California Emergency Management Agency (CEMA, 2009). A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, bay, lake, or storage tank. The Project site is not in proximity to any enclosed or partially enclosed bodies of water. The nearest enclosed or partially enclosed body of water is located over 3.5 miles southwest of the Project site in Seal Beach. Therefore, the Project would not risk release of pollutants due to inundation of the Project site. No impacts would occur and no mitigation is required.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As discussed under Threshold a, the Project site is within the Santa Ana River Basin; therefore, Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Basin Plan. The Santa Ana Basin Plan describes actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface water. Permits are issued under several programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. The RWQCB ensures compliance with the Basin Plan through its issuance of various permits, as discussed previously. As discussed under Threshold a, with adherence to the Construction General Permit and

Garden Grove Municipal Code water quality regulations, preparation of a SWPPP during construction, and a WQMP for operation, the potential for the Project to generate pollutants and impact water quality during construction and operation would be less than significant. The Project would not degrade water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the Project would not result in water quality impacts that would conflict with the Basin Plan.

The Project site is within the Coastal Plain of Orange County Basin (Basin 8-1). The California Department of Water Resources (DWR), classifies this basin as a medium-priority basin. According to the 2014 Sustainable Groundwater Management Act (SGMA), local public agencies and Groundwater Sustainability Agencies (GSAs) in "high"- and "medium"-priority basins are required to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs (DWR, 2020). GSPs are detailed road maps for how groundwater basins will reach long term sustainability. The GSA for Basin 8-1 is comprised of the OCWD, City of La Habra, and Irvine Ranch Water District (IRWD). These agencies collaborated and submitted an Alternative to a GSP titled Basin 8-1 Alternative on January 1, 2017, to the DWR. This Alternative to a GSP documents the basin conditions, and basin management pursuant to the Alternative is to be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts on the sustainability indicators defined in the Alternative. As previously discussed, the Project would not entail the extraction of groundwater located beneath the site during Project operation, and the Project site is not within a groundwater recharge area. Based on the criteria identified in the Orange County TGD for the Preparation of Conceptual/Preliminary and/or Project WQMPs, infiltration is not considered feasible due to the high groundwater level (encountered at depths of 5 and 7 feet bgs) (KPFF, 2020b; Terracon, 2019). Therefore, the Project would not conflict with or obstruct implementation of the Basin 8-1 Alternative and no impacts would occur.

Mitigation Measures

The Project would not result in significant impacts related to hydrology and water quality and no mitigation measures are required.

4.3.11 Land Use and Planning

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Physically divide an established community?***	☐	☐	☐	☑
b)	***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***	☐	☐	☑	☐

a) Would the Project physically divide an established community?

No Impact. The Project site is in an urban area and is currently developed with a vacant building that was formerly a bowling alley. The Project site is surrounded by various residential and commercial uses, with residential uses primarily to the west-southwest. The Project includes redevelopment of the Project site with commercial uses, including repurposing of the existing building on-site and construction of a stand-alone drive-thru coffee shop in the southeast portion of the site, which is currently developed with surface parking. Existing roadways would be retained and no new roadways or off-site improvements would be implemented. Therefore, the Project would not physically divide an established community. No impact would occur and no mitigation measures are required.

b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The primary land use plans, policies, and regulations applicable to the Project include the City's General Plan and the City's Municipal Code, which are discussed below.

Regional Plans

With respect to regional planning, the SCAG is the metropolitan planning organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated MPO, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews projects of regional significance for consistency with regional plans. Section 15206 of the CEQA Guidelines establishes criteria to determine projects of Statewide, regional, or areawide significance, which is applied by SCAG to determine regional significance. For commercial uses, Section 15206 of the CEQA Guidelines identifies shopping centers employing more than 1,000 persons or encompassing more than 500,000 sf of floor space as regionally significant. The Project, which would employ approximately 68 individuals and would have a building area of 21,296 sf of building would not be considered regionally significant by SCAG. Therefore, SCAG's regional plans and programs including Connect SoCal are not applicable to the Project.

The Project's consistency with regional plans and programs that address specific topical issues are discussed in the respective sections of this IS/ND. This includes, but is not limited to the SCAQMD AQMP (Air Quality section), Los Alamitos Joint Forces Training Base AELUP (Hazards/Hazardous Materials and Noise sections), and the Santa Ana River Basin Plan (Hydrology and Water Quality section). As indicated

in the analysis presented in this IS/ND, the Project would not conflict with the requirements outlined in these regional plans, including requirements in place to avoid or mitigate environmental effect.

City of Garden Grove General Plan

California State law requires that every city adopt a General Plan to guide growth and development. Garden Grove's General Plan (adopted May 2008) is divided into eleven "elements" or chapters that contain goals, policies, and programs that are intended to guide land use and development decisions in the City. From time to time the City has amended or comprehensively updated elements of the General Plan to further refine the City's Vision for its own long-term physical development. The State's general rule for a General Plan consistency determination is that "an action, program or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and will not inhibit their attainment" (OPR, 2017). The Aesthetics, Air Quality, Noise, and Transportation sections of this IS/ND specifically address the Project's consistency with plans, policies and regulations addressing scenic quality, air quality, noise standards, and transportation issues, respectively, which are included in various elements of the General Plan (i.e., Air Quality, Land Use, Community Design, Circulation, and Noise). The Project does not involve housing, and is not located on a site designated for residential uses, and the Project site does not contain natural, historical, and cultural resources. Therefore, the Housing Element and Conservation Elements are not relevant to the Project. Following is a discussion of the Project's consistency with the remaining General Plan Elements.

- **Land Use Element.** The General Plan Land Use Element includes a Land Use Diagram (approved in 2008) and an associated set of land use designations, goals, policies, and guidelines. The Land Use Element identifies 15 Focus Areas (Focus Area A through Focus Area O). The Project site is located within Focus Area N (Valley View Boulevard), which includes existing shopping centers/commercial development at the Valley View Boulevard/Chapman Avenue intersection. The intent for the General Plan, with regard to Focus Area N is to revitalize older, underutilized multi-tenant commercial development. New development anticipated in Focus Area N includes 150 new residential units and an additional 30,000 sf of commercial/ office uses. The Project site has a land use designation of Civic/Institutional (CI). The CI land use designation includes educational uses (elementary, middle, and high school, colleges, and universities), hospitals, and governmental facilities. (Garden Grove, 2008a; Garden Grove, 2008b)

  The existing building on-site was formerly occupied with a bowling alley, which would not generally be anticipated as a use within the area designated C/I. The Project involves a proposed General Plan Amendment to change the site's land use designation from CI to Light Commercial (LC). The City's General Plan Land Use Element states that the LC designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community, consistent with the existing and proposed commercial uses at the Project site. A Floor Area Ratio (FAR) ranging from 0.40 to 0.55 is allowed in the areas designated LC. The Project includes additional landscaped areas and outdoor patios for public gathering compared to existing conditions and would result in an overall reduction in building area at the Project site (21,296 sf compared to 33,375 sf). The Project would have an FAR of 0.23, which would not exceed the FAR anticipated in the General Plan.

  The Project's consistency with goals and policies outlined in Land Use Element that are particularly relevant to the Project and/or have been adopted for the purpose of avoiding or

mitigating an environmental effect are discussed in Table 4-9, General Plan Policy Consistency Analysis. As identified the Project would not conflict with these goals and policies.

Table 4-9 General Plan Policy Consistency Analysis

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
Goal LU-4: The City seeks to develop uses that are compatible with one another.	
Policy LU-4.2: Ensure that infill development is well-planned and allows for increased density in Focus Areas along established transportation corridors.	**No Conflict.** As discussed above, the Project site is located in Focus Area N (Valley View) and the proposed redevelopment Project would be consistent with the vision for this area. As further described in Section 3.0, Project Description, the Project would repurpose the existing vacant building on-site, which was occupied by a bowling alley until 2018, and would include construction of a new stand-alone building for a drive-thru coffee shop. The existing building, as modified, would accommodate an anchor tenant and three inline commercial uses (anticipated to be restaurants) directly accessed from Valley View Street and an existing alley. Although the overall building area on-site would be reduced by 12,079 sf, the proposed uses would activate the underutilized site, and would complete the redevelopment of the larger commercial area within PUD-104-743 Rev. 2018, which is further discussed below.
Policy LU-4.4: Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods. Policy LU-4.5 Require that the commercial and industrial developments adjoining residential uses be adequately screened and buffered from residential areas.	**No Conflict.** The Project does not include any residential components; thus, the Project would not cause an increase in residential density. The Project site is currently developed with a vacant building previously occupied by a bowling alley. The Project would involve redevelopment of the site with non-residential uses, including repurposing of the existing building on-site. . As with the commercial uses north of the Project site, also within PUD-104-743 Rev. 2018, the proposed commercial uses would serve residences in the existing neighborhoods near the Project site and would not be incompatible with existing neighborhoods. Further, the existing wall along the western site boundary that provides a buffer between the existing building and abutting residential uses to the west would be retained, and additional landscaping, including trees, would be installed throughout the site. These features provide adequate screening between the existing residential and the Project.

Goal LU-6: Revitalization of aging, underused or deteriorated commercial corridors, centers, and properties in the City.	
Policy LU-6.2 Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. Policy LU-6.4 Work with property owner(s) of commercial developments that have been, or are currently, in a state of deterioration to revitalize these centers. This includes areas in Focus Areas I, J, K, M, and N. Policy LU-6.5 Work with property owners of marginally successful commercial developments to improve their properties. This includes areas in Focus Areas A, D, F, G, J, K, M, N, and I.	**No Conflict.** Refer to the consistency analysis provided for Policies LU-4.2, LU-4.4, and LU-4.5, above. As discussed above, the Project site is located in Focus Area N (Valley View) and the proposed redevelopment Project would be consistent with the vision for this area. As further described in Section 3.0, Project Description, the Project would repurpose the existing vacant building on-site, which was occupied by a bowling alley until 2018, and would include construction of a new stand-alone building for a drive-thru coffee shop. The existing building, as modified, would accommodate an anchor tenant and three inline commercial uses (anticipated to be restaurants) directly accessed from Valley View Street and an existing alley. The proposed uses would activate the underutilized site, and would complete the redevelopment of the larger commercial area within PUD-104-743 Rev. 2018.
LU-IMP-6C: Encourage façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features.	**Consistent.** The Project would repurpose the on-site former bowling alley building, which is currently vacant. This would include, but not be limited to replacement of eastern facade, and facade renovations for the remainder of the building. The Project would also involve construction of a new 2,300 sf pad building in the southwest portion of the Project site, which would be occupied by a drive-thru coffee shop. The existing parking area would be replaced, and new and expanded landscaping would be planted. The Project would include improved lighting, development of pad buildings, and the use of a pedestrian amenity (i.e., patios).

- **Economic Element.** The goals and policies of the Economic Element seek to prevent urban decay. The Project involves revitalization of the Project site, which would prevent urban decay and would be consistent with various goals and policies in the Economic Element associated with attracting new businesses (Goal ED-2) and enhancing and retaining retail opportunities to serve the population (Goal ED-3). It should also be noted that revitalization efforts discussed in Table 4-3 would further the City's economic development goals and policies, and estimated employment generation resulting from the Project is discussed in the Population and Housing Section of this IS/ND.

- **Infrastructure Element.** The Infrastructure Element addresses the provision of public infrastructure, including the water, wastewater, and storm drain systems and water quality issues. The goals and policies of the Infrastructure Element plan for the reliability and accessibility of infrastructure to adequately serve both the existing and future users in the City. As discussed in Section 3.0, Project Description, and in the Utilities and Service Systems section of this IS/ND, the Project would be served by existing infrastructure located on-site or in the adjacent roadways and would not require the installation of new or expanded

infrastructure off-site to serve the Project. New infrastructure would be installed on-site to serve the new building or as necessary to improve site conditions (e.g., storm drain lines). With respect to storm water runoff and water quality, as discussed in the Hydrology and Water Quality section of this IS/ND, with the introduction of modular wetlands and the on-site storm drain system, the amount of runoff from the Project site would be reduced and water quality would be improved. Therefore, the Project would not conflict with goals and policies in the Infrastructure Element adopted for the purpose of avoiding or mitigating an environmental effect.

- **Parks, Recreation and Open Space Element.** This element addresses providing adequate parkland, recreation opportunities, and management and conservation of limited open space resources in the City. The Project site is currently development with commercial uses and does not include any park, recreation or open space use. As further discussed in the Population and Housing, Public Services, and Recreation sections of this IS/ND, the Project would not result in direct population growth because the Project does not include any housing. The Project, which involves new commercial uses, would generate employee opportunities on-site for approximately 68 employees. However, based on the types of jobs that would be offered by the proposed uses, employees would not need to relocate from outside the region and would not indirectly induce population growth. Thus, the Project would not increase the number of residents in the City or the demand for parks, recreation, and open space. However, the Project would provide outdoor patio areas that would provide gathering areas for residents and visitors. Therefore, the Project would not conflict with goals and policies in this element adopted for the purpose of avoiding or mitigating an environmental effect.

- **Safety Element.** The purpose of the Safety Element is to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides and other hazards. These issues are discussed in the Geology and Soils, and Hazards and Hazardous Materials sections of this IS/ND. As identified, the Project would be implemented in compliance with applicable local and state regulations addressing building design, construction, and operations, and would not pose any hazards to people on or near the Project site. Therefore, the Project would not conflict with goals and policies in the Safety Element adopted for the purpose of avoiding or mitigating an environmental effect.

City of Garden Grove Land Use Code (Garden Grove Municipal Code Title 9)

As previously discussed in Section 2.4 of this IS/ND, the City of Garden Grove classifies the Project site as PUD-104-73 Rev. 2018 (Garden Grove, 2021). A PUD is a precise plan, adopted by ordinance, that provides the means for the regulation of buildings, structures, and uses of land to facilitate the implementation of the General Plan. The regulations of the PUD are intended to provide for a diversity of uses, relationships, and open spaces in an innovative land plan and design, while ensuring compliance with the provisions of the Municipal Code. The PUD is governed by zoning regulations that are contained within the ordinance that ultimately adopts the PUD and the base zone. The base zone is the zoning district for the land contained within the PUD (Garden Grove, 2020). The base zone for PUD-104-73 is Commercial (C). PUD-104-73 was originally adopted in 1973 and allowed the development of a bowling alley, a movie theater, and two restaurant buildings within four adjacent properties (12101, 12111, 12141, and 12051 Valley View Street). PUD-14-73 was revised in 2018 to amend the uses permitted on the parcels to the north of

the Project site (12101 and 12111 Valley View Street) to facilitate development of an automatic car wash, a drive-thru pad restaurant, and a sit-down restaurant.

Proposed PUD-104-73 Rev. 2018/Rev. 2021, involves an amendment to PUD-104-73 Rev. 2018 to introduce the Project's proposed new commercial uses (anchor tenant, three restaurants [with one drive-thru], and one drive-thru coffee shop). The PUD amendment requires the adoption of an ordinance by the City Council (Garden Grove, 2020). The potential environmental impacts resulting from implementation of the Project, including impacts to surrounding uses, are addressed throughout this IS/ND and it is concluded that the impacts are less than significant.

The Project is subject to development requirements outlined in PUD-104-73 Rev. 2018, and Zoning Code development standards and design criteria for the C zone (Commercial) outlined in Section 9.16.040, Commercial/Office, Industrial Development Standards, of the City's Municipal Code. As identified in Section 3.0, Project Description, of this IS/ND, and in the Aesthetics section of this IS/ND, the Project complies with applicable requirements as demonstrated by the conceptual site plan and conceptual building elevations presented in Figure 3-1 and Figure 3-2 of this IS/ND, respectively. No variances are requested. This includes requirements related to building height, setbacks, landscaping, architecture, etc.

In summary, as presented in the analysis above and in the respective sections of this IS/ND, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact is less than significant and no mitigation is required.

Mitigation Measures

Implementation of the Project would not result in significant impacts related to land use and planning considerations and mitigation measures are not required.

4.3.12 Mineral Resources

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

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. Under existing conditions, the Project site and surrounding area are developed with primarily commercial and residential uses. No mines, wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. Further, the City's General Plan does not identify mineral resources in the City (Garden Grove, 2008a). Accordingly, implementation of the Project would not 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, and no impact would occur.

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

No Impact. The Project site is not identified as a locally-important mineral resource recovery site delineated on a local general, specific plan, or other land use plan. No mineral extraction activities occur on the Project site, and it is not located within an area known to contain locally important mineral resources. Accordingly, no impact would occur and no mitigation is required.

Mitigation Measures

Implementation of the Project would result in no impacts to mineral resource and mitigation measures are not required.

4.3.13 Noise

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project result in:					
a)	***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***	☐	☐	☑	☐
b)	***Generation of excessive groundborne vibration or groundborne noise levels?***	☐	☐	☑	☐
e)	***For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***	☐	☐	☑	☐

The Garden Grove General Plan Policy N-1.2 requires that a noise assessment study be included as part of the environmental review process, when needed for a specific project for the purposes of identifying potential noise impacts and noise abatement procedures. Information in this section is based on the *West Grove Center Noise Impact Analysis* prepared by Urban Crossroads (January 2021) and included in Appendix F of this IS/ND (Urban Crossroads, 2021b).

Noise Fundamentals

Noise is defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Garden Grove relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Noise Regulations

Applicable State and local noise regulations are addressed in Section 3, Regulatory Setting, of the Noise Analysis included in Appendix F of this IS/ND. The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by OPR.

Garden Grove General Plan Noise Element

The Garden Grove General Plan Noise Element examines noise sources in the City to identify and appraise the potential for noise conflicts and problems, and to identify ways to reduce existing and potential noise impacts. The noise criteria identified in the Noise Element are guidelines to evaluate the land use compatibility of transportation-related noise. The compatibility criteria, shown on Exhibit 3-A of the Noise Analysis included in Appendix F of this Initial Study, provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Noise and Land Use Compatibility Matrix (Table 7-1 in the Noise Element) provides guidelines to evaluate the acceptability of the transportation-related noise level impacts. The proposed commercial land use is considered *normally acceptable* with exterior noise levels between 50-70 dBA CNEL.

Garden Grove Municipal Code

While the Noise Element provides guidelines to assess transportation noise on sensitive land uses, the Garden Grove Municipal Code Section 8.47, Noise Control, has established maximum noise levels for operational (stationary) and construction related noise sources. To analyze noise impacts originating from a designated fixed location or private property such as the Project site, stationary-source (operational) noise such as the expected roof-top air conditioning units, drive-thru speaker activity, and trash enclosure activity are typically evaluated against standards established under a jurisdiction's Municipal Code. The Garden Grove Municipal Code, Section 8.47.040, establishes ambient base noise level standards for sensitive land uses, which are described in detail in Section 3.3 of the Noise Impact Analysis, and summarized in Table 4-10, Operational Noise Level Standards.

Table 4-10 Operational Noise Level Standards

Time Period	Exterior Noise Level Standards (dBA)[1]				
	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
Daytime (7:00 a.m. to 10:00 p.m.)	55	60	65	70	75
Nighttime (10:00 p.m. to 7:00 a.m.)	50	55	60	65	70

[1] City of Garden Grove Municipal Code Section 8.47.040 Ambient Base Noise Levels for sensitive land uses (Appendix 3.1) with the cumulative adjustments outline in Section 8.47.050(D). The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{50} is the noise level exceeded 50% of the time.
(Urban Crossroads, 2021b)

Section 8.47.060(D) of the Garden Grove Municipal Code, provided in Appendix 3.1 of the Noise Impact Analysis, indicates that it shall be unlawful for any person…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 hours 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 Section 8.47.050, is caused discomfort or annoyance unless such operations are of an emergency nature. Section 8.47.050 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 (e.g., L_{max}). For residential uses, 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 L_{max} for residential uses. This section of the Garden Grove Municipal Code is provided in Appendix 3.1 of the Noise Impact Analysis.

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at three locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4-6 depicts the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, November 18, 2020. The noise measurement methods are further described in Section 5 of the Noise Impact Analysis.

The noise measurements presented below focus on the average or Leq. The Leq represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 4-11, 24-Hour Ambient Noise Level Measurements, the (energy average) noise levels used to describe the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. The background ambient noise levels are dominated by the transportation-related noise associated with nearest surface streets.

Source(s): Urban Crossroads (01-27-2021)

Figure 4-6

Not to Scale

Noise Measurement Locations

Table 4-11 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located west of the Project site near existing multi-family residential homes at 12092 Stonegate Lane.	53.5	49.0	56.6
L2	Located east of the Project site by The Church of Jesus Christ of Latter-day Saints at 12160 Valley View Street.	60.9	55.6	63.7
L3	Located south of the Project site near existing multi-family residential	60.5	55.7	63.5

[1] See Exhibit 4-6 for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
(Urban Crossroads, 2021b)

Sensitive Receivers

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown on Figure 4-7, were identified as representative locations for analysis. The stated distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building facade, whichever is closer to the Project site. Other sensitive land uses in the Project study area that are located at greater distances than those identified would experience lower noise levels than those presented in the Noise Impact Analysis due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project boundary to each receiver location.

R1: Location R1 represents the existing multi-family noise sensitive residence at 12094 Stonegate Lane, approximately 29 feet west of the Project site. R1 is placed at the building façade behind the existing 6-foot-high wall. A 24-hour noise measurement near this location, L1, is used to describe the existing ambient noise environment.

R2: Location R2 represents the existing noise sensitive Church of Jesus Christ of Latter-day Saints at 12160 Valley View Street, approximately 142 feet east of the Project site. Receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

Source(s): Urban Crossroads (01-27-2021)

Figure 4-7

Not to Scale

Receiver Locations

R3: Location R3 represents the existing noise sensitive residence at 5921 Bailey Street approximately 34 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the residential building façade. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.

Thresholds of Significance

As further discussed in Section 4.0, Significance Criteria, of the Noise Impact Analysis, noise and vibration impacts shall be considered significant if any of the conditions outlined in Table 4-12, Significance Criteria Summary, occur as a direct result of the Project.

Table 4-12 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site	Sensitive[1]	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	Residential	Exterior Noise Level Limit[2]	55 dBA L_{eq}	50 dBA L_{eq}
	Sensitive	if ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		if ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		if ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Sensitive	Unlawful between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day[3]		
		Exterior Noise Level Limit[4]	75 dBA L_{max}	n/a
		Building Damage Vibration Threshold[5]	0.3 PPV (in/sec)	

[1] Federal Interagency Committee on Noise (FICON), 1992.
[2] City of Garden Grove Municipal Code, Section 8.47.040 ambient base noise level standards for sensitive land uses.
[3] City of Garden Grove Municipal Code Section 8.47.060(D).
[4] City of Garden Grove Municipal Code, Section 8.47.050 maximum noise levels for stationary noise sources.
[5] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020.
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2021b)

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

Less than Significant Impact.

Construction-Related Noise Impacts

Figure 4-8 shows Project's construction noise source locations in relation to the nearest sensitive receiver locations discussed above. To prevent high levels of construction noise from impacting noise-sensitive land uses, Garden Grove Municipal Code Section 8.47.060(D) restricts construction activities between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day. Policy N-IMP-1D of the General Plan Noise Element requires construction activity to comply with the limits established in the City's Noise Ordinance, which is outlined in Garden Grove Municipal Code Section 8.47.

Source(s): Urban Crossroads (01-27-2021

Figure 4-8

Not to Scale

Typical Construction Noise Source Locations

Noise generated by the Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages: building demolition, building construction, paving replacement, and architectural coating. The construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels. The typical reference noise levels are further discussed in Section 10.2 of the Noise Impact Analysis.

Using the reference construction equipment noise levels and the CadnaA noise prediction model[12], calculations of the Project construction noise level impacts at the nearest sensitive receiver locations were completed. The Project construction noise analysis relies on the highest noise level impacts for each stage of construction at each of the nearest receiver locations. As shown on Table 4-13, Typical Construction Equipment Noise Level Summary, the construction noise levels are expected to range from 46.5 to 71.1 dBA L_{max}, and the highest construction levels are expected to range from 58.3 to 71.1 dBA L_{max} at the nearest receiver locations.

Table 4-13 Typical Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels by Stage (dBA L_{max})				
	Building Demolition	Building Construction	Paving Replacement	Architectural Coating	Highest Levels[2]
R1	58.0	58.3	57.9	46.5	58.3
R2	64.8	63.4	65.6	51.6	65.6
R3	68.9	67.7	71.1	55.9	71.1

[1] Noise receiver locations are shown on Exhibit 4-7.
[2] Construction noise level calculations based on distance from the project construction activity area for each stage of construction to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of this Noise Impact Analysis included in Appendix F of this IS/ND.
(Urban Crossroads, 2021b)

Policy N-IMP-1D of the General Plan Noise Element requires that construction activity comply with the limits established in the City's Noise Ordinance. As previously discussed, to evaluate whether the Project would generate potentially significant short-term noise levels at nearest receiver locations, the City has identified a construction-related daytime noise level threshold of 75 dBA L_{max} to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would be below the daytime 75 dBA L_{max} significance threshold during Project construction activities as shown on Table 4-14, Typical Construction Noise Level Compliance. Therefore, the noise impact due to Project construction noise is considered less than significant at all receiver locations and no mitigation is required.

Operational Noise Impacts

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations resulting from the operation of the Project. Figure 4-9 identifies the noise source locations used

[12] To fully describe the noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Table 4-14 Typical Construction Noise Level Compliance

Receiver Location[1]	Use	Construction Noise Levels (dBA L_{max})		
		Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	Residential	58.3	75	No
R2	Church	65.6	75	No
R3	Residential	71.1	75	No

[1] Noise receiver locations are shown on Exhibit 4-7.
[2] Highest construction noise level calculations based on distance from the construction activity area by construction stage to the nearest receiver locations as shown on Table 4-13.
[3] City of Garden Grove Municipal Code, Section 8.47.050 maximum noise levels for stationary noise sources.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2021b)

to assess the operational noise levels. This operational noise analysis is intended to describe noise level impacts associated with the expected typical daytime and nighttime commercial activities at the Project site. The on-site Project-related noise sources are expected to include: roof-top air conditioning units, drive-thru speakerphone activity, and trash enclosure activity.

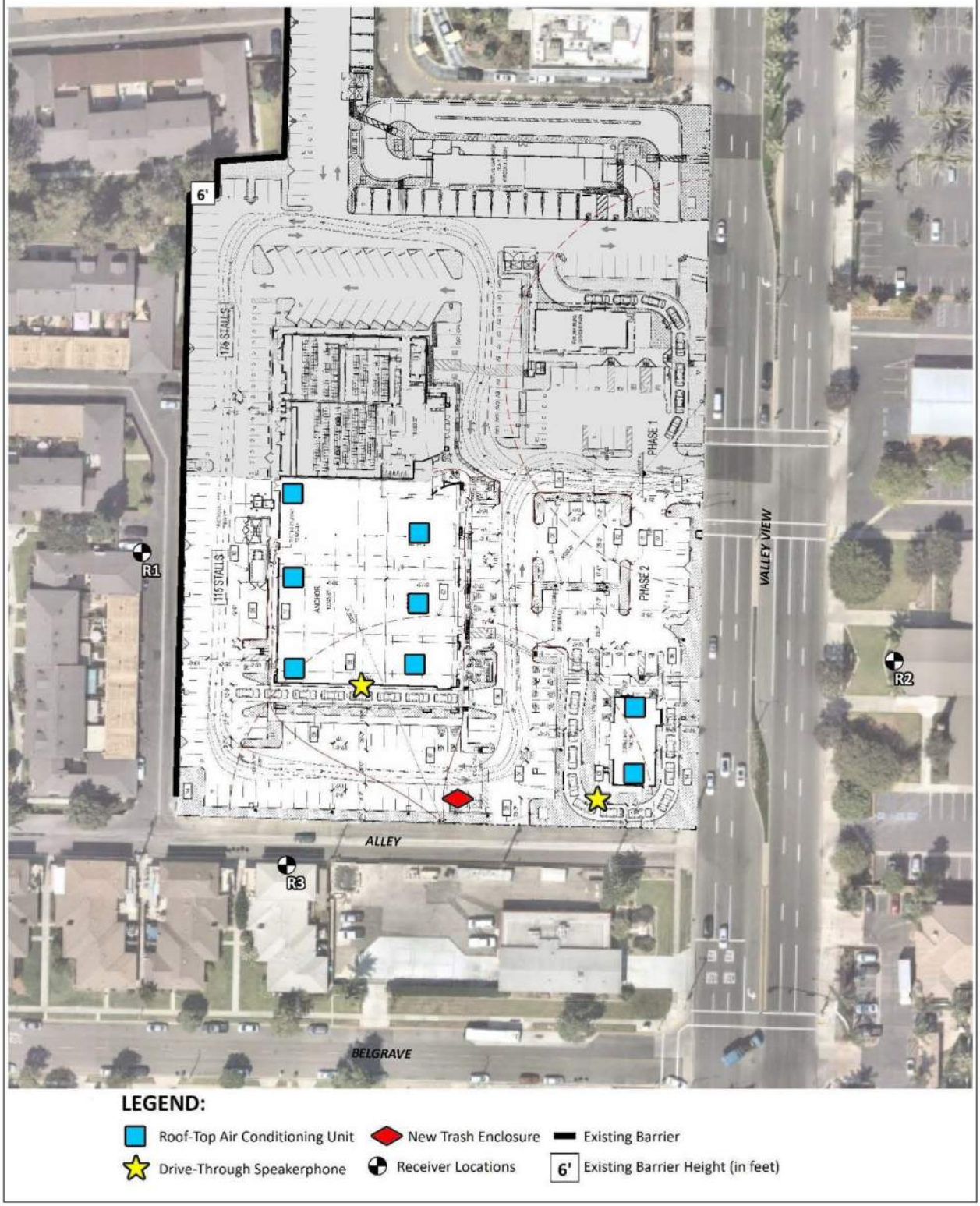
To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the Project. Section 9 of the Noise Impact Analysis includes a detailed description of the reference noise level measurements used to estimate the Project operational noise impacts. It is important to note that the projected noise levels assume the worst-case noise environment with the roof-top air conditioning units, drive-thru speakerphone activity, and trash enclosure activity all operating at the same time. These sources of noise activity would likely vary throughout the day.

Using the reference noise levels to represent the Project operations, the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations have been calculated. Table 4-15, Daytime Project Operational Noise Levels, shows the estimated Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 43.3 to 52.5 dBA L_{eq}.

Table 4-15 Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)		
	R1	R2	R3
Roof-Top Air Conditioning Units	43.3	48.6	51.0
Drive-Thru Activity	21.0	32.1	45.5
Trash Enclosure Activity	14.3	21.6	41.8
Total (All Noise Sources)	**43.3**	**48.7**	**52.5**

[1] See Exhibit 4-8 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.
(Urban Crossroads, 2021b)



Source(s): Urban Crossroads (01-27-2021)

Figure 4-9

Not to Scale

Operational Noise Source Locations

Table 4-16, Nighttime Project Operational Noise Levels, shows the estimated Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 40.9 to 50.5 dBA L_{eq}. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (as demonstrated in Table 9-1 of the Noise Impact Analysis).

Table 4-16 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)		
	R1	R2	R3
Roof-Top Air Conditioning Units	40.9	46.2	48.6
Drive-Thru Activity	20.1	31.1	44.5
Trash Enclosure Activity	13.4	20.6	40.9
Total (All Noise Sources)	**40.9**	**46.3**	**50.5**

[1] See Exhibit 4-8 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of the Noise Impact Analysis included in Appendix F of this IS/ND.
(Urban Crossroads, 2021b)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City's exterior noise level standards at nearest noise-sensitive receiver locations. Table 4-17, Operational Noise Level Compliance, shows the operational noise levels resulting from the Project would satisfy the City's daytime and nighttime exterior noise level standards adjusted to reflect the ambient noise levels at all nearest receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations and no mitigation is required.

Table 4-17 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	43.3	40.9	54	49	No	No
R2	48.7	46.3	61	56	No	No
R3	52.5	50.5	61	56	No	No

[1] See Exhibit 4-8 for the receiver locations.
[2] Project operational noise levels as shown on Table 4-13 and Table 4-14.
[3] Exterior noise level standards adjusted to reflect the ambient noise levels per the City of Garden Grove Municipal Code Per Section 8.47.050(D).
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.
(Urban Crossroads, 2021b)

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearest receiver locations potentially impacted by Project operational noise sources. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Table 4-18, Daytime Project Operational Noise Level Increases, and Table 4-19, Nighttime Project Operational Noise Level Increases, respectively.

Table 4-18 Daytime Project Operational Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Noise Sensitive Land Use?	Increase Criteria[7]	Increase Criteria Exceeded?
R1	43.3	L1	53.5	53.9	0.4	Yes	5.0	No
R2	48.7	L2	60.9	61.2	0.3	Yes	3.0	No
R3	52.5	L3	60.5	61.1	0.6	Yes	3.0	No

[1] See Exhibit 9-A for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 4-14.
[3] Reference noise level measurement locations as shown on Exhibit 4-6.
[4] Observed daytime ambient noise levels as shown on Table 4-10.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-12.
(Urban Crossroads, 2021b)

Table 4-19 Nighttime Project Operational Noise Level Increases

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Noise Sensitive Land Use?	Increase Criteria[7]	Increase Criteria Exceeded?
R1	40.9	L1	49.0	49.6	0.6	Yes	5.0	No
R2	46.3	L2	55.6	56.1	0.5	Yes	5.0	No
R3	50.5	L3	55.7	56.9	1.2	Yes	5.0	No

[1] See Exhibit 9-A for the receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table 4-15.
[3] Reference noise level measurement locations as shown on Exhibit 4-6.
[4] Observed nighttime ambient noise levels as shown on Table 4-10.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-12.
(Urban Crossroads, 2021b)

As indicated, the Project would generate an operational noise level increase of 0.3 to 1.2 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases would satisfy the operational noise level increase significance criteria presented in Table 4-12, and the increases at the sensitive receiver locations would be less than significant.

Traffic Noise Impacts

As described in Section 6.0 of the Noise Impact Analysis, the expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108. The assumed roadway parameters, average daily traffic volumes, vehicle splits and traffic flow by vehicle type (vehicle mix) are also described in Section 6.0 of the Noise Impact Analysis. The off-site traffic noise analysis includes the following traffic scenarios, and considers the Project-related traffic noise along 13 roadway segments compared to conditions without the Project.

- **Existing Condition With and Without Project**. Table 7-1 of the Noise Impact Analysis shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels range from 46.5 to 74.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Noise Impact Analysis shows the Existing with Project conditions range from 49.7 to 74.2 dBA CNEL. Table 7-5 of the Noise Impact Analysis shows that the Project off-site traffic noise level ranges from 0.0 to 3.2 dBA CNEL on the study area roadway segments, which would not exceed the established thresholds of significance previously presented in Table 4-12.
- **Project Opening Year With and Without Project (OY).** Table 7-3 of the Noise Impact Analysis presents the Opening Year without Project conditions CNEL noise levels. The Opening Year without Project exterior noise levels range from 46.7 to 74.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Opening Year with Project conditions range from 49.8 to 74.4 dBA CNEL. Table 7-6 shows that the Project off-site traffic noise level increases range from 0.0 to 3.1 dBA CNEL which would not exceed the established thresholds of significance previously in Table 4-12.

In summary, during construction and operation the Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the Garden Grove General Plan or Noise Ordinance.

b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. As described Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Vibration is further described in Section 2.8 of the Noise Impact Analysis.

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment, such as air compressors, light trucks, hydraulic loaders, etc., generate little or no ground vibration. To analyze vibration impacts originating from the construction of the Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Garden Grove does not identify specific vibration level limits and instead the Project's vibration analysis relies on the Caltrans *Transportation and Construction Vibration Guidance Manual.* Table 3-2 of the Noise Impact Analysis describes the maximum acceptable transient and continuous vibration building damage potential levels by structure type and condition. Most of the buildings near the Project site can be described as older residential structures with a maximum acceptable continuous building damage vibration threshold of 0.3 peak particle velocity (PPV) (inches/second). \

Ground vibration levels associated with various types of construction equipment are summarized on Table 10-4 of the Noise Impact Analysis. It should be noted that pile driving, which typically generates

construction vibration, is not required for the Project. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage. Table 10-5 of the Noise Impact Analysis presents the expected Project related typical construction activity vibration levels at each of the receiver locations. At distances ranging from 29 to 142 feet from Project construction activity, the transient construction vibration velocity levels are estimated to range from 0.007 to 0.071 PPV in/sec. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) for older residential structures, the typical Project construction vibration levels would satisfy the building damage thresholds at all the nearest receiver locations. Therefore, the vibration impacts due to the typical Project construction activities are considered less than significant and no mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airport land use 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?

Less than Significant Impact. As previously discussed in the Land Use and Planning section of this IS/ND, the nearest airport to the Project site is the Los Alamitos JFTB, which is located approximately 0.8-mile northwest of the Project site. The Los Alamitos JFTB contains two runways and is the only remaining military airfield in Los Angeles and Orange Counties. The majority of the JFTB operations consist of helicopter training with some light twin engine fixed aircraft and occasional operations by transient military and civil support aircraft. As shown in Figure 1, Airport Land Use Commission for Orange County Airport Planning Area, of the Los Alamitos JFTB AELUP, the Project site is within the Airport Planning Area for the Los Alamitos JFTB (OCALUC, 2016). According to Exhibit D3, Impact Zones Joint Forces Training Base Los Alamitos, in Appendix D of the AELUP (OCALUC, 2016), and as shown on Exhibit 3-B of the Noise Impact Analysis, the Project site is not within the 60 and 65 CNEL noise contours. Based on the City's Noise and Land Use Compatibility Matrix (see Exhibit 3-A of the Noise Impact Analysis), the community noise exposure levels at the Project site are considered normally acceptable. Implementation of the Project would not expose people working at the Project site to excessive noise levels from airport operations. This impact is less than significant and no mitigation is required.

Mitigation Measures

Implementation of the Project would not result in any significant impacts associated with noise and no mitigation measures are required.

4.3.14 Population and Housing

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Induce substantial unplanned 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)?	☐	☐	☑	☐
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The Project would involve repurposing of a vacant bowling alley building to accommodate anticipated commercial uses (an anchor tenant and restaurants). In addition, the Project would involve construction of a new drive-thru coffee shop in the southeastern corner of the site. The existing building is 33,375 sf, and with the Project there would be 21,296 sf of building area on-site; therefore, the Project would result in a net reduction in building area of 12,079 sf.

Construction of the Project would provide temporary jobs over an estimated 9-month period. The construction jobs would be specific to the variety of construction activities including, but not limited to cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Construction workers move from job to job based on their specialty trade, and it is anticipated that the Project-related construction labor force would already be located in the area, and would not relocate to the City of Garden Grove. Therefore, the Project would not induce substantial population growth or demand for housing through increased construction employment, and no mitigation would be required.

The Project would not cause or result in direct population growth because the Project does not include any housing. As described in Section 3.6, Operations, of this IS/ND, based on employment information provided by the Project Applicant and employment generation factors included in the General Plan EIR, it is estimated that the proposed commercial uses would generate employee opportunities on- site for approximately 68 employees. According to the California Employment Development Department, in February 2020, the City of Garden Grove had a labor force of 79,400 and the County of Orange had a labor force of 1,578,400, with approximately 2,500 and 45,500 people unemployed, respectively (EDD, 2021). It should be noted that the novel Coronavirus disease (COVID-19) caused a global pandemic, which resulted in shelter-in-place orders and closing of business operations throughout California beginning in March 2020 and notable fluctuations in labor and employment statistics. As of November 2020, the City of Garden Grove had a labor force of 75,000 and the County of Orange had a labor force of 1,490,700, with approximately 6,400 and 101,700 people unemployed, respectively (EDD, 2021). Therefore, employment data for pre-pandemic conditions is provided for informational purposes. Due to the local-serving nature of the Project's commercial uses and the type of job opportunities that locally-serving commercial uses provide, it is unlikely that employees would relocate from outside the region to work at

the proposed uses. Therefore, the new employment opportunities would not induce substantial unplanned growth or demand for housing in the area. Furthermore, the Project would be located within a developed area that is already served by existing utilities and roadways, and would not introduce new roadways or infrastructure that would induce growth.

Construction and operation of the Project would not induce substantial unplanned population growth in the area. This impact would be less than significant and no mitigation is required.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site does not contain any housing and no people would be displaced as a result of Project implementation. Therefore, the Project would not displace housing nor displace substantial numbers of people, necessitating the construction of replacement housing. No impacts would occur.

Mitigation Measures

Implementation of the Project would not result in any significant impacts associated with population and housing and no mitigation measures are required.

4.3.15 Public Services

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

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

Less than Significant Impact. Fire protection and emergency medical services in the City has historically been provided by the Garden Grove Fire Department. However, on August 16, 2019, the Orange County Fire Authority (OCFA) took over fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services for the City of Garden Grove through a contract for services. As detailed in the City's 2019 adopted budget, the OCFA fire services would provide an increase in paramedic services improving response times. Within urban areas, such as the Project site, the OCFA standard of coverage provides for a minimum response time of 12 minutes 80 percent of the time. Currently, county-wide response times range between five to seven minutes (OCFA, 2021). The OCFA has 7 fire stations within City boundaries. The closest station to the Project site is Fire Station 84 located at 12191 Valley View Street, Garden Grove, CA 92845, which is located immediately south of the Project site (south of the alley).

Implementation of the Project would not involve new residential uses or an associated direct increase in the City's population. Further, as discussed in the Population and Housing Section of this IS/ND, due to the local-serving nature of the Project's commercial uses and the type of job opportunities that locally-serving commercial uses provide, it is unlikely that the Project would indirectly generate new residents. Therefore, the Project would not increase the demand for fire protection services due to a direct or indirect increase in population. However, with the introduction of new commercial uses at the Project site, the Project would result in an increase in demand for fire protection services compared to the existing demand associated with a vacant building previously occupied by a bowling alley. The Project would create the typical range of service calls for commercial developments, such as medical aid, fire response, traffic collisions, and hazardous materials. The Project site is within an area that is currently served by Fire Station 84 that is located immediately south of the site. Additionally, there are eight other OCFA fire stations within three miles of the site, OCFA would be able to continue to respond within the 12-minute standard of coverage 80 percent of the time, and average response times would continue to range between five to seven minutes.

The Project would involve repurposing of the existing building on-site and construction of a new 2,000-sf drive-thru coffee shop. As required by OCFA, the buildings would be designed in compliance with applicable ordinances and standard conditions established by the OCFA and/or the City or State including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Notably, the buildings 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) in Section 18.32.020 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. In addition, Section 18.32.050 of the City's Municipal Code requires that approved automatic sprinkler systems are installed and maintained as part of the project. Compliance with applicable regulations would be confirmed by OCFA during its review of development plans as part of the City's regular permitting process and prior to building occupancy (OCFA, 2020).

The Project and associated increase in demand for fire protection services would not cause fire staffing, facilities, or equipment to operate at a deficient level of service, and would not substantially increase calls for service. OCFA has reviewed the Project and did not identify the need for new or altered facilities (OCFA, 2020). Therefore, would be no environmental impacts associated with the construction of new of altered facilities and potential impacts related to fire protection services would be less than significant. No mitigation measures are required.

b) Police protection?

Less than Significant Impact. Police protection services are provided to the City of Garden Grove, including existing development at the Project site, by the Garden Grove Police Department (GGPD); the GGPD is located at 11301 Acacia Parkway, which is approximately 6.3 miles from the Project site. The City's adopted amended budget for the 2019-2021 shows that the City will have 182 sworn officer positions and 70 non-sworn Police Department positions, which totals 252 total staffing allocated to the Police Department during fiscal year 2020-2021, representing an increase of 14 sworn officer positions and 2 non-sworn positions compared to fiscal year 2018-2019 to enhance public safety (Garden Grove, 2019).

As discussed above for fire protection services, the Project would not increase the demand for police protection services due to a direct or indirect increase in population. However, with the introduction of new commercial uses at the Project site, the Project would result in an incremental increase in demand for police protection services compared to the existing demand associated with a vacant building previously occupied by a bowling alley. 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 theft, vehicle break-ins, disturbances, and vandalism. Security concerns would be addressed by providing low-intensity security lighting throughout the parking areas and buildings. Due to the redevelopment nature of the Project site, within an area that is already served by the City's law enforcement services including the GGPD patrol division, the incremental increased demand for police protection services resulting from the Project would not be significant when compared to the current demand levels. Law enforcement personnel are anticipated to be able to respond in a timely manner to emergency calls from the Project site. The GGPD has reviewed the Project and did not identify any concerns or conditions of approval (GGPD, 2021). The Project would not require the construction of a new police station and would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Therefore,

the Project would result in less than significant impacts related to police protection services and no mitigation measures are required.

c) Schools?

No Impact. An increase in demand for school services is associated with an increase in population. The Project would not create a direct demand for school services, as the proposed commercial uses would not increase the residential population in the City or generate any school-aged children requiring public education. Further, as discussed in the Population and Housing section of this IS/ND, the Project would generate jobs that would likely be filled by the local labor pool and also would not indirectly generate new residents or school-aged children. Because the Project would not directly or indirectly generate a demand for school services, no new school facilities are required. Therefore, the Project would not result in substantial adverse physical impacts associated with the construction of new or physically altered school facilities, the construction of which could cause significant environmental impacts.

Although the Project would not create a direct or indirect demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Garden Grove Unified School District, in compliance with Section 65995(b) of the California Government Code, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits.

No impacts to school services would result from implementation of the Project.

d) Parks?

No Impact. An increase in demand for parks and related services is typically associated with an increase in population. The Project does not propose new residential use that would directly increase the City's population, or employment opportunities that would indirectly increase the population. Thus, the Project would not create an increased demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts. No impact would occur and no mitigation is required.

e) Other public facilities?

No Impact. An increase in demand for other public services (e.g., libraries, community recreation centers, post offices, public health facilities, and/or animal shelters) is typically associated with an increase in population. The Project does not propose new residential uses that would directly increase the City's population, or employment opportunities that would indirectly increase the population. Therefore, the proposed commercial uses would not result in an increased demand for other public facilities/services and would not result in the need to modify existing or construct new public facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts. No impact would occur and no mitigation is required.

Mitigation Measures

Implementation of the Project would not have a significant impact related to public services and no mitigation measures are required.

4.3.16 Recreation

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

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?

b) Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project would include redevelopment of commercial land uses, consistent with existing conditions. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. The nearest recreational facility is Eastgate Park, located 0.25-mile northwest of the Project site. The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park and would not include the construction or expansion of recreational facilities. Thus, no impact would occur and not mitigation is required.

Mitigation Measures

Implementation of the Project would have no impact related to recreation and no mitigation measures are required.

4.3.17 Transportation

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***	☐	☐	☐	☑
b)	***Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***	☐	☐	☑	☐
c)	***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***	☐	☐	☐	☑
d)	***Result in inadequate emergency access?***	☐	☐	☑	☐

a) Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact.

City of Garden Grove Circulation Element

The General Plan Circulation Element represents the City's overall transportation plan. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes and sidewalks, but also to the various modes of transportation, such as cars, buses, trucks (goods movement), rail, bicycles, ridesharing and walking, as well.

Vehicle Miles Traveled

The Circulation Element Goal CIR-4 is "[a] reduction in vehicle miles traveled in order to create a more efficient urban form. The associated policies are as follows:

- Policy CIR-4.1: Strive to achieve a balance of land uses whereby residential, commercial, and public land uses are proportionally balanced.
- Policy CIR-4.2 Strive to reduce the number of miles traveled by residents to their places of employment.
- Policy CIR-4.3 Ensure the reduction in vehicle miles traveled through the approval of mixed use development proposals.
- CIR-IMP-4A Encourage the development of mixed use projects as a means of reducing peak commute period traffic.

The Project site is currently developed with a vacant building previously occupied by a bowling alley, and is part of PUD-104-73 Rev. 2018, which encompasses 17.67 acres and anticipates a mixed-use

development consisting of residential (multi-family and aged care), entertainment, restaurant and commercial uses. The Project involve repurposing of an existing vacant building with commercial uses (an anchor tenant and restaurant uses), and construction of a new building, which is proposed as a drive-thru coffee shop. Although the Project is limited to commercial uses, it would be consistent with Goal CIR-4, and its associated policies, as it would introduce new commercial uses in proximity to residential uses within PUD-104-73 Rev. 2018, and other residential uses in the areas surrounding the Project site. As discussed under Threshold b, below, the Project would have a less than significant impact related to vehicles miles traveled (VMT). Therefore, the Project would not conflict with Goal CIR-4 and no impact would occur due to a conflict with Goal CIR-4.

Roadways and Intersections

Although level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, is no longer the basis for determining Project impacts pursuant to CEQA, the Circulation Element includes numerous policies under Goal CIR-1, which address operation of the circulation system, including roadways and intersection. This evaluation is provided for informational purposes only as it is no longer required for CEQA purposes. Particularly relevant to the Project include:

- **Policy CIR 1.3:** Strive to achieve a minimum traffic Level of Service (LOS) D throughout the City, except for major development areas at those intersections that are impacted by factors beyond the City's control or at those intersections included on the Deficient Intersection List.
- **Policy CIR-1.8:** Ensure that new development can be accommodated within the existing circulation system, or planned circulation improvements, such that the standard of Level of Service (LOS) D is maintained.
- **CIR-IMP-11:** Require new development or redevelopment projects to identify direct project impacts and provide associated mitigation at the time of key decision points, such as site plan approval or significant change in the land use of an approved development.

As required by the *City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service* Assessment adopted by the City in May 2020, a Traffic Study and Parking Analysis (December 11, 2020) was prepared for the Project by RK Engineering Group, Inc.This report is included as Technical Appendix G of this IS/ND and concludes that the Project would not generate roadway or intersection deficiencies that would require improvements. Further, the Project Applicant would be required to pay applicable traffic impact mitigation fees established by the City (Chapter 10.110 of the City's Municipal Code). The Project would not conflict with goals and policies of the Circulation Element related to roadway and intersection operations.

Bicycle and Pedestrian Facilities

The General Plan Circulation Element Goal CIR-5 is: "Increased awareness and use of alternate forms of transportation generated in, and travelling through, the City of Garden Grove." Policy CIR-5.4 is to "Provide appropriate pedestrian access throughout the City of Garden Grove." There are no existing bicycle facilities within the immediate vicinity of the Project site; however, based on review of Exhibit CIR-7, Master Plan of Bikeway Facilities, in the Circulation Element (included as Exhibit 3-6 of the Traffic Study), there are existing Class II bikeways along Chapman Avenue (on-street striped) east of Valley View Street, and proposed Class II bikeways along Valley View Street, including adjacent to the Project site. There are

also sidewalks along both sides of Valley View Street in the vicinity of the Project site. The existing alley south of the Project site can be used by pedestrians and bicyclists.

The Project would not alter the lane geometrics along Valley View Street and would not introduce new driveways that would preclude or otherwise conflict with pedestrian and/or future bicycle travel along Valley View Street. The existing unrestricted access to/from the Project site from the alley would be modified to provide a single driveway, reducing the potential for conflicts between pedestrians, bicyclists, and vehicles traveling along the alley. Further, a pedestrian pathway would be provided on-site to provide safe and efficient access to the existing sidewalk along Valley View Street, and to the bus stops along Valley View Street.

The Project would not significantly change or modify any of the existing bicycle and pedestrian facilities in the vicinity of the Project site and would not conflict with goals and policies of the Circulation Element related to pedestrian and bicycle facilities (RK Engineering, 2021).

Transit

The Orange County Transit Authority (OCTA) provides transit (bus) services to the Project area. There are bus stops south of the Project site on both sides of Valley View Street, including at the intersection of Valley View Street and Belgrave Avenue, which is approximately 160 feet south of the Project site. There are also bus stops near the intersection of Chapman Avenue and Valley View Street, which is approximately 650 feet north of the Project site. The Project does not involve modifications to the existing bus stops or transit service in the area. Consistent with Policy CIR-5.1 of the Circulation Element, the Project would promote the use of public transit by implementing new development in proximity to transit services. The Project would not change or modify transit services in the vicinity of the Project site and would not conflict with goals and policies of the Circulation Element related to transit (RK Engineering, 2021).

Orange County Transportation Authority – Congestion Management Program

The Orange County Congestion Management Program (CMP) was originally adopted in 1991 and was updated most recently in November 2019. OCTA is the designated Congestion Management Agency (CMA) for the County. As a result, OCTA is responsible for developing, monitoring, and updating (biennially) the Orange County's CMP. SR-22, which is part of the CMP roadway network, is the nearest freeway facility to the Project site and is located approximately 1-mile southwest of the Project. The Project would introduce neighborhood serving uses to the Project site, and as demonstrated by the estimated Project trip distribution (refer to Exhibit 4-1 and Exhibit 4-2 of the Traffic Study) a limited number of Project trips would travel along Valley View Street to/from SR-22. Approximately 5 percent of the inbound trips would occur south of Cerulean Avenue, which is approximately 0.5-mile from SR-22. Therefore, the Project would not contribute to a substantial number of vehicular trips to a CMP facility and would not conflict with the CMP.

In summary, based on the foregoing analysis, the Project would not conflict with any applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impact would result and no mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill ("SB") 743 changes the way transportation impacts are determined according to CEQA. Updates to the CEQA Guidelines approved in December 2018 included the addition of CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR's revisions to the CEQA Guidelines, lead agencies were required to adopt VMT thresholds of significance by July 1, 2020. As previously identified, the City adopted its new Traffic Impact Analysis Guidelines, including for VMT assessments, in May 2020.

Projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact related to VMT. Consistent with the screening criteria recommended in OPR's Technical Advisory, the City of Garden Grove utilizes the following project screening thresholds for VMT analysis:

- Projects located in a Transit Priority Area (TPA)
- Projects located in a low-VMT generating area
- K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including
    - Gas Stations
    - Banks
    - Restaurants
    - Shopping Center
- Local-serving hotels (e.g., non-destination hotels)
- Student housing projects on or adjacent to a college campus
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Local-serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)
- Affordable, supportive, or transitional housing
- Assisting living facilities
- Senior housing (as defined by the U.S. Department of Housing and Urban Development (HUD))
- Projects generating less than 110 daily vehicle trips

A land use project need only meet one of the above screening criteria to result in a less than significant impact. Consistent with City Guidelines, projects/uses that are considered "local-serving" are exempt from a VMT analysis. As identified in the Traffic Study, this presumption is based on the substantial evidence provided in OPR's Technical Advisory supporting SB 743 implementation that projects that are local-serving uses would decrease the number of trips or the distance those trips travel to access the development (and are VMT-reducing). The Project is considered a local-serving retail use because it is less than 50,000 sf. The types of retail and restaurant uses that would be accommodated by the Project would serve the local neighborhood. Patrons would not be expected to come from far distances to access these uses. The proposed uses could actually help to reduce VMT by providing a closer alternative to patrons. Thus, the Project's VMT impacts would be less than significant (RK Engineering, 2021). No mitigation is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Project-related construction and operation would not require the construction of new roadways and the existing configuration of the roadways within the vicinity of the Project site (i.e., Valley View Street) would remain unchanged; therefore, impacts related to sharp curves or dangerous intersections would not occur. Further, as discussed previously, the Project would include removal of unrestricted access to the site from the alley along the Project's southern boundary. Access would be modified to provide one driveway entrance from the alley in order to safely control access to the site, reducing potential hazards related to unsafe turning movements associated with unrestricted access.

Improvements planned as part of the Project would be in conformance with applicable City of Garden Grove standards and would not result in any hazards due to a design feature. Additionally, the Project would be compatible with existing and planned land uses in the surrounding area and would not substantially increase safety hazards due to incompatible uses. No impact would result and no mitigation is required.

d) Would the Project result in inadequate emergency access?

Less than Significant Impact. Under existing conditions, adequate emergency access is provided within the vicinity of the Project site via existing roadways, including Valley View Street and the alley along the Project site's southern boundary. It should be noted that the existing fire station south of the Project site is accessed from Valley View Street and not the alley, there is a block wall that separates the fire station and the alley.

As described in Section 3.2.8 of this IS/ND, access to the Project site would be provided from an existing full access signalized driveway on the Project's eastern boundary along Valley View Street. Existing unrestricted site access from the alley south of the Project site would be replaced with a full access driveway along the southern boundary of the Project site. Access to the Project site would also be provided through driveways located north of the site that are provided as access for the larger redevelopment site. The Project does not involve any improvements to the existing driveway at Valley View Street that would prevent or otherwise interfere with emergency access. Construction of improvements along the southern property boundary (north of and adjacent to the alley) would primarily occur on-site and would also would not interfere with emergency access. Although not anticipated, any construction/encroachment into the alley would be subject to approval by the City and would be implemented in accordance with the City's regulations for work in the public right-of-way as outlined in Chapter 11.04 of the City's Municipal Code, Streets and Sidewalk. Additionally, alternative access points to the Project site would be available when construction near the alley is being conducted. Further, emergency vehicle access has been designed in accordance with applicable OCFA and City of Garden Grove codes and requirements. The Project would not result in inadequate emergency access and a less than significant would occur.

<u>Mitigation Measures</u>

Implementation of the Project would not have a significant impact related to transportation and no mitigation measures are required.

4.3.18 Tribal Cultural Resources

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 defines 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)?***	☐	☐	☑	☐
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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American 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)?

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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Less than Significant Impact. The provisions of Public Resources Code § 21074 were established to address Assembly Bill 52 (AB 52). Pursuant to § 11 (c) of AB 52, the provisions of AB 52 apply to projects that have a notice of preparation (NOP) or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. Accordingly, the Project is subject to the provisions of AB 52. Additionally, because the Project involves a General Plan Amendment, consultation pursuant to SB 18 is also required.

As part of the AB 52 and SB 18 consultation process required by State law, on July 17, 2019, notification of the Project was sent to nine Native American tribes with possible traditional or cultural affiliation to the area. The included tribal representatives that had requested Project notification pursuant to AB 52, and tribes identified by the California Native American Heritage Commission for consultation under SB 18. The following tribes were notified of the Project: Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva – San Gabriel Band of Mission Indians, Gabrieleño/Tongva Nation, Gabrieleño Tongva Indians of California Tribal Council, Gabrieleño-Tongva Tribe, Gabrieleño-Tongva Tribe (different address), Soboba Band of Luiseño Indians, Torres Martinez Desert Cahuilla Indians, and Juaneno Band of Mission Indians-Acjachemen Nation. To date, no tribes requested consultation or otherwise identified the potential for tribal cultural resources to be located at the Project site. Further, as discussed in the Cultural Resources section of this IS/ND, there are no know historic resources at the Project site.

Consistent with the analysis presented in the Cultural Resources Section of this IS/ND (Threshold b), given the developed nature of the Project site and surrounding areas, the lack of known cultural resources in the area, and minimal amount of surficial excavation required to construct the Project, it is highly unlikely that tribal cultural resources would be encountered during construction of the Project. Furthermore, during construction if any tribal cultural resources are found, all attempts would be made to preserve the resource in place or leave it in an undisturbed state in compliance with applicable law, which would be applied to the Project as a standard City condition of approval. In the unlikely event human remains are encountered, they would be handled in accordance with applicable regulations. Notably, if the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. The City would impose a standard condition of approval to ensure mandatory compliance with the existing California Health and Safety Code regulations. The potential impact to tribal cultural resources would be less than significant and no mitigation is required.

Mitigation Measures

Implementation of the Project would have a less than significant impact related to tribal cultural resources and no mitigation measures are required.

4.3.19 Utilities and Service Systems

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***	☐	☐	☑	☐
b)	***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***	☐	☐	☑	☐
c)	***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?***	☐	☐	☑	☐
d)	***Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***	☐	☐	☑	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. As previously described in Section 3.4 of this IS/ND, municipal and private utility services necessary to serve the Project are currently located on-site or within Valley View Street, as summarized below.

- **Water and Sewer.** Potable water services are provided to the Project site by GGPWD, WSD and sewer services are provided to the Project site by the Garden Grove Sanitary District (GGSD). Consistent with existing conditions, the Project would be served by water and sewer lines in Valley View Street. Based on the review of the GGPD,WSD's 2015 UWMP, there are no recycled water lines currently available to serve the Project site (GGPWD,WSD, 2016). The existing building, which would be repurposed as part of the Project would be served by existing on-site utility lines, and the new on-site stand-alone building would be served by new utility lines to be installed on-site. The GGSD conveys wastewater from its service area to the Orange County Sanitation District's (OCSD) trunk sewers, which further convey wastewater to OCSD's two treatment facilities in Fountain Valley and Huntington Beach, as further discussed under Threshold c, below. Although the Project would require new water and sewer line connections, these connections would occur on-site and be would be installed as part of the Project's construction phase, which is evaluated throughout this IS/ND. No new or expanded off-site water or sewer facilities would be required. The construction of the Project's water and sewer lines necessary to serve the Project would not result in any physical effects on the environment that are not already identified and disclosed as part of this IS/ND. Impacts would be less than significant.

- **Storm Drains.** As discussed in the Hydrology and Water Quality Section of this IS/ND, under existing conditions, runoff from the Project site sheet flows to Valley View Street and the alley south of the Project site and the Project would maintain the existing drainage patterns. The Project would result in reduced a reduced runoff volume as compared to existing conditions and would not create or contribute runoff flow that would exceed the capacity of existing or planned stormwater drainage systems. Although the Project would require installation of a new on-site storm drain system, it would be located on-site and would be installed as part of the Project's construction phase, which is evaluated throughout this IS/ND. No new or expanded off-site storm drain facilities would be required. The construction of the Project storm drain system would not result in any physical effects on the environment that are not already identified and disclosed as part of this IS/ND. Impacts would be less than significant.

- **Dry Utilities (Electricity, Natural Gas, and Telecommunication).** Currently, the Project site is served by SCE for electrical power, SCG for natural gas, and AT&T for telephone and fiber optics. Existing utilities on-site or along adjacent roadways would serve the Project. Existing power and telephone facilities located west of the existing building would be retained to serve the Project

and a new transformer and telecommunication facilities would be installed on-site along the alley (east of the proposed driveway) to serve the new stand-alone drive-thru coffee shop. The installation of the new transformer and dry-utility lines to serve the Project would occur on-site as part of the Project's construction phase which is evaluated throughout this IS/ND. No new or expanded off-site dry utility infrastructure would be required. The installation of the Project's dry utility infrastructure would not result in any physical effects on the environment that are not already identified and disclosed as part of this IS/ND. Impacts would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The Project site is located within the City of Garden Grove Water Services service area, which would continue to supply water to the Project site. 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. The City's UWMP describes that water demand in 2015 was 24,049 acre-feet yearly (AFY) and based on the existing General Plan land uses and growth assumptions is projected to increase to 26,055 AFY by 2040. As discussed in the 2015 UWMP, adequate water supplies are projected to be available to meet the City's water demand through the year 2040 under normal, historic single-dry, and historic multiple-dry year conditions (GGPWD,WSD, 2016).

The City of Garden Grove forecasts for projected water demand are based on the adopted land use designations contained within the Garden Grove General Plan, which covers the geographic area within the City's service. Although the Project Applicant proposes a General Plan Amendment and a PUD amendment, the Project would implement the General Plan goals intended for Focus Area N, which includes an additional 30,000 sf of commercial/office uses in this area. The Project Applicant proposes to repurpose the underutilized building for commercial uses and construct a new building for an additional commercial use. The Project's 21,296 sf of commercial space would result in an increased demand for water supplies because the existing on-site building is vacant and not currently utilizing water.. The Project site has a Civic/Institutional land use designation, which allows a maximum FAR of 0.5. The Project includes a General Plan Amendment to change the land use designation to Light Commercial and the Project would have an FAR of 0.23, which would be lower than the allowable FAR under existing conditions. Because the 2015 UWMP identifies water supply and demands through 2040 and indicates it would be able to meet all of the anticipated water supply needs in multiple dry years, additional development in Focus Area N is anticipated in the 2015 UWMP, and the Project would have a lower than maximum FAR anticipated for the site by the General Plan, the demand from the Project was anticipated in the UWMP demand projections. Further, the Project would be implemented in compliance with local and state water conservation requirements, which are more stringent compared to when the existing building as constructed. As stated above, the City expects to have adequate water supplies to meet all its demands until at least 2040; therefore, the City has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. The Project's impact would be less than significant.

c) Would the project 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. The Orange County Sanitation District provides wastewater treatment for the City of Garden Grove via two reclamation plants: Reclamation Plant No.1 in Fountain Valley and Treatment Plant No. 2 in Huntington Beach. The plants can treat 320 million gallons per day (mgd) of wet weather flow, but only 185 mgd on average is treated (OCSD, 2019). According to the GGSD Sewer System Management Plan (SSMP) wastewater flow factor for general commercial/retail uses and restaurant uses (GGSD, 2020),[13] the Project is anticipated to generate an increase of approximately 10,724.25 gallons of wastewater per day (9,214 gpd for the restaurant uses and 1,510.25 gpd for the general commercial uses), compared to existing conditions because the existing on-site building is vacant and not currently utilizing water or generating associated wastewater.. This amount of increased wastewater generation (approximately 0.01 mgd) represents a negligible amount of the remaining treatment capacity for OCSD's facilities (approximately 135 mgd). Therefore, the implementation of the Project would not exceed the capacity of the wastewater treatment provider and impacts would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The Project site is within the Garden Grove Sanitary District (GGSD) and OC Waste & Recycling's (OCWR) service area. Collection of solid waste within the City is contracted to Republic Services (a private company) (Garden Grove, 2021). OCWR owns and operates three active landfills (i.e., the Olinda Alpha Landfill in Brea, the Frank R. Bowerman Landfill in Irvine, and the Prima Deshecha Landfill in San Juan Capistrano). In 2018, 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, 2019a). The franchise hauler for the City will typically decide which Orange County landfill to use, usually depending on the location of their materials recovery facility, where recyclable materials are taken out of the waste stream before the residual solid waste materials are sent to one of the landfills. Solid waste materials generated in the City of Garden Grove will ordinarily be disposed at the Olinda Alpha Landfill, which is closest to the City, although this is not required. The Frank Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053 (CalRecycle, 2019b; OCWR, 2021a). The Olinda Alpha Sanitary Landfill is permitted to accept 8,000 tons per day of solid waste and is permitted to operate through 2030 (OCWR, 2021b). The Olinda Alpha Sanitary Landfill currently accepts a daily average of approximately 7,000 tpd. The current closure date for the Olinda Alpha Landfill is December 31, 2021; however, the closure of the landfill will not occur until the landfill operation reaches its final approved elevation of 1,415 feet above mean sea level. The landfill operation is several years away from reaching this final permitted elevation, so OCWR is currently in negotiations with the City of Brea regarding extending the landfill closure date. Once the Olinda Alpha Landfill does close, solid waste materials generated in northern Orange County will be diverted to the Frank R. Bowerman Landfill (Arnau, 2020).

During the Project's construction phases, various types of solid waste would be generated. Debris generated during demolition of the southern and eastern portion of the existing building would consist of scrap metal, green waste, and building material trash. Scrap metal would be transported to a commercial metal recycler and processor, and green waste would be transported to a commercial facility that accepts

[13] 125 gallons per day (gpd) per 1,000 sf of general commercial/retail uses, and 1,000 gpd per 1,000 sf of restaurant use.

green materials (e.g., for composting). Existing concrete and asphalt would be crushed and pulverized on-site and recycled. Asbestos and lead containing materials would be handled and disposed of in accordance with applicable regulation, as discussed in the Hazards and Hazardous Materials section of this IS/ND. Following demolition, construction of the Project would result in the generation of construction-related waste, primarily consisting of discarded materials and packaging. The California Green Building Standards (CalGreen) Code, which has been adopted by the City's Municipal Code (Chapter 14.03, Building Code), requires that at least 65 percent of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage.

According to the City of Garden Grove General Plan EIR, the solid waste generation factor for commercial uses in the City is 0.006 lbs per day per square foot (Garden Grove, 2008b). As such, the Project would generate approximately 0.06 tons[14] of solid waste per day during Project operation. Additionally, pursuant to AB 341[15], the Project would be required to divert 75 percent of its solid waste from landfills and as such the Project would generate 0.015 tons per day requiring disposal at a landfill.

As described above, the Olinda Alpha Sanitary Landfill accepts a daily average of 7,000 tpd, with a remaining capacity of 1,000 tpd, which is sufficient permitted capacity to accommodate the 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.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The Project would be required to coordinate with Republic Services to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 939 (California Integrated Waste Management Act of 1989), AB 1826 (Mandatory Organics Recycling), and AB 341 (Mandatory Commercial Recycling).

It should be noted that AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000, and this diversion goal increased to 75 percent by 2020 under SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. In 2019 (the last year data was approved), the City implemented 47 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, special waste materials, and transformation (tires) (CalRecycle, 2019c). Building operators would be required to participate in the City's

[14] 21,296 sf x 0.006 lbs per day per sf/2,000 lbs = 0.06 tons

[15] AB 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 requires all commercial businesses and public entities that generate four cubic yards or more of waste per week to have a recycling program in place.

recycling programs and comply with hazardous waste disposal regulations. The City had an average disposal rate of 25.8 pounds per employee per day in 2019, which exceeds the established disposal rate target of 26.1 pounds per employee per day (CalRecycle, 2019d). Therefore, employee-generated solid waste being diverted to landfills is less than anticipated for the City, and the City is in compliance with applicable solid waste management regulations.

As discussed previously, the CalGreen Code requires all new developments to divert 65 percent of non-hazardous construction and demolition (C&D) debris for all projects. In compliance with these regulations, the Project contractor would submit a waste management plan to the City as part of the building or grading permit. The plan would include the estimated volumes or weights of C&D materials that would be generated, diverted, reused, given away or sold, or landfilled, including vendors and facilities that would receive the C&D materials. The Project would comply with the CalGreen Code requirements for C&D diversion. In addition, under long-term operating conditions, the Project would be required to participate in the City's recycling programs and comply with hazardous waste disposal regulations.

The Project would not conflict with applicable solid waste statutes and regulations and impacts related to solid waste statutes and regulations would be less than significant. No mitigation measures are required.

Mitigation Measures

Implementation of the Project would result in less than significant impacts associated with utilities and service systems and no mitigation measures are required.

4.3.20 Wildfire

Environmental Issue Areas Examined		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a)	***Substantially impair an adopted emergency response plan or emergency evacuation plan?***	☐	☐	☐	☑
b)	***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***	☐	☐	☐	☑
c)	***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***	☐	☐	☐	☑
d)	***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***	☐	☐	☐	☑

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership; therefore, the Project site is not within an SRA. According to the California Department of Forestry and Fire Protection (CalFire), the Project site, which is an urban area, also is not located within a Very High Fire Hazard Safety Zone (VHFHSZ) (CalFire, 2007). Therefore, the Project would have no impacts related to wildfires or the associated issues identified in Thresholds a through e, above, and no mitigation is required.

Mitigation Measures

Implementation of the Project would result in no impact associated with wildfire and no mitigation measures are required.

4.3.21 Mandatory Findings of Significance

Environmental Issue Areas Examined		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:					
a)	***Does the project have the potential to substantially 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 period of California history or prehistory?***	☐	☐	☑	☐
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.)***	☐	☐	☑	☐
c)	***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***	☐	☐	☑	☐

a) Does the project have the potential to substantially 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 period of California history or prehistory?

Less than Significant Impact. As discussed in the Biological Resources section, the Project site is completely developed and vegetation is limited to ornamental landscaping consisting of a few trees and some shrubs. The landscape vegetation does not provide habitat for any plant, fish or wildlife species, but with the presence of four trees, does provide limited potential for birds protected by the MBTA and California Fish and Game Code to nest on-site. As discussed in the Biological Resources section, compliance with MBTA and respective sections of the California Fish and Game Code would be included as conditions of approval and impacts to nesting birds would be less than significant. As discussed in the Cultural Resources section of this IS/ND, the Project site is not included on the National Register of Historic Places, California Register of Historical Resources, or a local register of historical resources, nor is it eligible for listing. Therefore, there would be no impact to historical resources resulting from Project implementation. The area that would be physically impacted during construction of the Project was previously disturbed.

Impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/ND. Throughout this Initial Study, impacts were determined to be less than significant. Accordingly, the Project would not substantially degrade the quality of the environment and impacts 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. As identified through the analysis presented in this IS/ND, with adherence to applicable regulations, the Project would have no impact or less than significant impact for each topical issue. Because Project impacts would be less than significant, impacts resulting from the Project would not result in cumulatively-considerable impacts when added to the impacts of other Projects planned or proposed in the vicinity of the Project site. 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. The Project's potential to result in environmental effects that could adversely affect human beings during construction and operation, either directly or indirectly, is discussed throughout this IS/ND (e.g., air quality impacts, noise impacts, GHG emissions impacts). As identified, through the analysis, with adherence to applicable regulation, construction and operation of the Project would not involve activities that would result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. This impact is less than significant.

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