

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

WAREHOUSE IMPROVEMENT PROJECT 12821 KNOTT STREET GARDEN GROVE, CALIFORNIA



LEAD AGENCY:

**CITY OF GARDEN GROVE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING SERVICES DIVISION
11222 ACACIA PARKWAY
GARDEN GROVE, CALIFORNIA 92840**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
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HACIENDA HEIGHTS, CA 91745**

NOVEMBER 5, 2019

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MITIGATED NEGATIVE DECLARATION

Title of Project: Warehouse Improvement Project, 12821 Knott Street, Garden Grove.

Brief Description of Project: The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is 12821 Knott Street. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). The building that currently occupies the project site was constructed in 1971 and is currently vacant, though the building's previous tenant was Next Level Sports, an indoor recreational sports organization. A portion of Brady Way extends along the site's west side and this portion of the street's right-of-way will be included as a part of the proposed project since that portion of Brady Way will be vacated. Key elements of the proposed project include the following:

- According to the most recent site plan prepared for the proposed project by John Cataldo Associates, the project site (including the vacated portion of Brady Way) has a total area of 347,385 square feet (7.97 acres).¹ According to the ALTA Survey that was prepared for the project site (the size of the property was then later confirmed through a title search and a search through the Orange County Tax Assessor), the project site in its current state totals 303,629 square feet. The segment of Brady Way that will be vacated and incorporated into the project site encompasses 43,756 square feet. The project site is currently developed with an existing one-story warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain.
- The proposed improvements involve the construction of a new building addition to the north side of the existing warehouse. The proposed building addition will have a total floor area 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.
- In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces: 27 dock high spaces and four grade level spaces.

The discretionary approvals that are being requested by the project Applicant include the vacation of a portion of Brady Way which fronts along the westerly side of the subject site, a Site Plan, a revision to Planned Unit Development No. PUD-104-70, and the adoption of the Mitigated Negative Declaration (MND) and associated Mitigation Monitoring and Reporting Program (MMRP).

Project Location (see also attached map): The project site is located in the west-central portion of the City of Garden Grove. The project site is located on the west side of Knott Avenue and north of the Garden Grove Freeway (SR-22). The project site's legal address is located at 12821 Knott Street.

¹ John G Cataldo & Associates. *Conceptual Site Plan*. Site plan was received October 1, 2019 from Ms. Merlina Joeng.



PROJECT LOCATION MAP
SOURCE: QUANTUM GIS AND GOOGLE MAPS

Name of the Project Proponent: The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705. Orange, California 92868

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

Project Impacts: The Initial Study/MND found that the environmental effects from the proposed project would be less than significant with the incorporation of mitigation measures.

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ENVIRONMENTAL CHECKLIST FORM

1. PROJECT TITLE: Warehouse Improvement Project (12821 Knott Street).

2. LEAD AGENCY:

City of Garden Grove
11222 Acacia Parkway
P.O. Box 3070
Garden Grove, California 92840

3. CONTACT PERSON:

Chris Chung, Urban Planner
Planning Services Division
City of Garden Grove
(714) 741-5312

4. PROJECT LOCATION:

The project site is located in the west central portion of the City of Garden Grove. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). The project site's legal address is 12821 Knott Street.

5. PROJECT SPONSOR:

The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705. Orange, California 92868.

6. ENVIRONMENTAL SETTING:

The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The building that currently occupies the project site was constructed in 1971 and is currently vacant, though the building's previous tenant was Next Level Sports, an indoor recreational sports organization. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site on the west. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue. The Garden Grove Freeway (SR-22) is located directly to the south of the project site.

7. GENERAL PLAN DESIGNATION:

The project site is designated as *IC (Industrial Commercial Mixed Use)*. No General Plan Amendment will be required.

8. ZONING:

The project site is zoned *PUD-104-70 (Planned Unit Development)*. A Zone Change will be required to cover the vacated portion of Brady Way with PUD-104-70 zoning, which is to be incorporated into the overall development site.

9. DESCRIPTION OF PROJECT:

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces (the number of dock high spaces is identified on the proposed project's building elevations). Access to the project site will be provided by two existing driveway connections located along the west side of Knott Street.

10. OTHER AGENCIES WHOSE APPROVAL (AND PERMITS) ARE REQUIRED:

The proposed project would require various ministerial approvals such as building permits, grading permits, occupancy permits, and a permit to connect to the City's water and sewer lines. The proposed project would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below could be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist provided herein in Section 1.3 of the attached Initial Study.

CITY OF GARDEN GROVE • MITIGATED NEGATIVE DECLARATION & INITIAL STUDY
 PROPOSED WAREHOUSE IMPROVEMENT PROJECT • 12821 KNOTT STREET

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

DETERMINATION

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

Signature: _____

Date: _____

Printed Name _____

For: City of Garden Grove

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

The potential impacts are summarized in Table 1-1 (Initial Study Checklist) and Section 3 of the attached Initial Study.



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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is located at 12821 Knott Street. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is used as a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. Of the total amount of parking stalls that will be provided, six stalls will be compliant with the Americans with Disabilities Act (ADA). The proposed project will also provide 31 truck loading spaces. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The proposed project is described further herein in Section 2.

The proposed use is considered to be a "project" under the California Environmental Quality Act (CEQA) because it has the potential, directly or indirectly, to result in a physical change in the environment.² The City of Garden Grove is the designated *Lead Agency* for the proposed project and the City will be responsible for the proposed project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.³ The project Applicant is Mr. James Long, Senior Construction Manager, Rexford Industrial, 333 City Boulevard West, Suite 705, Orange, California 92868.

As part of the proposed project's environmental review, the City of Garden Grove authorized the preparation of this Initial Study.⁴ The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Garden Grove with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines)*. § 15060 (b).

³ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions*. § 21067.

⁴ *Ibid.* (CEQA Guidelines) § 15050.

- To determine the nature and extent of any impacts associated with the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Garden Grove, in its capacity as the Lead Agency. The City also determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's environmental review pursuant to CEQA.

This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.⁵

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. This section also includes a checklist that summarizes the findings of this Initial Study.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the project site and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis*, includes an analysis of potential impacts associated with the proposed project's construction and the subsequent occupancy.
- *Section 4 Findings*, indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance. In addition, this section included the Mitigation Monitoring and Reporting Program (MMRP).
- *Section 5 References*, identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any unmitigable, significant impacts on the environment. For this reason, the City of Garden Grove determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

⁵ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions. Chapter 2.6, Section 21091(b).* 2000.

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| SECTION 3.1 AESTHETICS <i>Except as provided in Public Resources Code Section 21099, would the project:</i> | | | | |
| 3.1.A. <i>Have a substantial adverse effect on a scenic vista?</i> | | | | X |
| 3.1.B. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</i> | | | | X |
| 3.1.C. <i>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 publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</i> | | | X | |
| 3.1.D. <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i> | | | X | |
| SECTION 3.2 AGRICULTURE AND FORESTRY RESOURCES <i>Would the project:</i> | | | | |
| 3.2.A. <i>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?</i> | | | | X |
| 3.2.B. <i>Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</i> | | | | X |
| 3.2.C. <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i> | | | | X |
| 3.2.D. <i>Result in the loss of forest land or conversion of forest land to a non-forest use?</i> | | | | X |
| 3.2.E. <i>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?</i> | | | | X |
| SECTION 3.3 AIR QUALITY <i>Would the project:</i> | | | | |
| 3.3.A. <i>Conflict with or obstruct implementation of the applicable air quality plan?</i> | | | X | |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 3.3.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? | | | X | |
| 3.3.C. Expose sensitive receptors to substantial pollutant concentrations? | | | X | |
| 3.3.D. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people | | | X | |
| SECTION 3.4 BIOLOGICAL RESOURCES Would the project: | | | | |
| 3.4.A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | X |
| 3.4.B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | X |
| 3.4.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? | | | | X |
| 3.4.D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | | X |
| 3.4.E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | X | |
| 3.4.F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | X |
| SECTION 3.5 CULTURAL RESOURCES Would the project: | | | | |
| 3.5.A. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | | | | X |
| 3.5.B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | | X | | |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 3.5.C. Disturb any human remains, including those interred outside of dedicated cemeteries? | | | X | |
| SECTION 3.6 ENERGY Would the project: | | | | |
| 3.6.A. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | X | |
| 3.6.B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | X | |
| SECTION 3.7 GEOLOGY AND SOILS Would the project: | | | | |
| 3.7.A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides? | | | X | |
| 3.7.B. Result in substantial soil erosion or the loss of topsoil? | | | X | |
| 3.7.C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | X | |
| 3.7.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? | | | X | |
| 3.7.E. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | | | | X |
| 3.7.F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | X | |
| SECTION 3.8 GREENHOUSE GAS EMISSIONS Would the project: | | | | |
| 3.8.A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X | |
| 3.8.B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? | | | X | |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| SECTION 3.9 HAZARDS AND HAZARDOUS MATERIALS <i>Would the project:</i> | | | | |
| 3.9.A. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i> | | | X | |
| 3.9.B. <i>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?</i> | | | X | |
| 3.9.C. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i> | | | X | |
| 3.9.D. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i> | | | | X |
| 3.9.E. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</i> | | | | X |
| 3.9.F. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i> | | | | X |
| 3.9.G. <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?</i> | | | | X |
| SECTION 3.10 HYDROLOGY AND WATER QUALITY <i>Would the project:</i> | | | | |
| 3.10.A. <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i> | | | X | |
| 3.10.B. <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i> | | | X | |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <p>3.10.C. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?</p> | | | X | |
| <p>3.10.D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p> | | | X | |
| <p>3.10.E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p> | | | | X |
| <p>SECTION 3.11 LAND USE AND PLANNING Would the project:</p> | | | | |
| <p>3.11.A. Physically divide an established community?</p> | | | | X |
| <p>3.11.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?</p> | | | X | |
| <p>SECTION 3.12 MINERAL RESOURCES Would the project:</p> | | | | |
| <p>3.12.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?</p> | | | | X |
| <p>3.12.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?</p> | | | | X |
| <p>SECTION 3.13 NOISE Would the project:</p> | | | | |
| <p>3.13.A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> | | X | | |
| <p>3.13.B. Generation of excessive ground-borne vibration or ground-borne noise levels ?</p> | | | X | |
| <p>3.13.C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p> | | | | X |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| SECTION 3.14 POPULATION AND HOUSING <i>Would the project:</i> | | | | |
| 3.14.A. <i>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)?</i> | | | X | |
| 3.14.B. <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i> | | | | X |
| SECTION 3.15 PUBLIC SERVICES. <i>Would the project:</i> | | | | |
| 3.15.A. <i>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities?</i> | | | X | |
| SECTION 3.16 RECREATION. <i>Would the project:</i> | | | | |
| 3.16.A. <i>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?</i> | | | | X |
| 3.16.B. <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i> | | | | X |
| SECTION 3.17 TRANSPORTATION <i>Would the project:</i> | | | | |
| 3.17.A. <i>Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</i> | | | X | |
| 3.17.B. <i>Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?</i> | | | X | |
| 3.17.C. <i>Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i> | | | X | |
| 3.17.D. <i>Result in inadequate emergency access?</i> | | | | X |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------------|
| SECTION 3.18 TRIBAL CULTURAL RESOURCES. <i>Would the project:</i> | | | | |
| <p>3.18.A. <i>Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe 5020.1(k)?</i></p> | | | <p>X</p> | |
| SECTION 3.19 UTILITIES AND SERVICE SYSTEMS <i>Would the project:</i> | | | | |
| <p>3.19.A. <i>Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?</i></p> | | | <p>X</p> | |
| <p>3.19.B. <i>Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?</i></p> | | | <p>X</p> | |
| <p>3.19.C. <i>Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments</i></p> | | | <p>X</p> | |
| <p>3.19.D. <i>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?</i></p> | | | <p>X</p> | |
| <p>3.19.E. <i>Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?</i></p> | | | | <p>X</p> |
| SECTION 3.20 WILDFIRE <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i> | | | | |
| <p>3.20.A. <i>Substantially impair an adopted emergency response plan or emergency evacuation plan?</i></p> | | | | <p>X</p> |

**Table 1-1
 Initial Study Checklist**

| Description of Issue | Potentially Significant Impact | Less than Significant Impact with Mitigation | Less than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 3.20.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? | | | X | |
| 3.20.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? | | | X | |
| 3.20.D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | X |
| SECTION 3.21 MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
| 3.21.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 periods of California history or prehistory? | | | X | |
| 3.21.B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | | | X | |
| 3.21.C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | X | | |



SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. The project site's legal address is 12821 Knott Street. The project site is currently developed with an existing warehouse building that has a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is used as a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 31 truck loading spaces.⁶ A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The proposed project is described in greater detail herein in Section 2.4.

2.2 PROJECT LOCATION

The project site is located within the corporate boundaries of the City of Garden Grove. The City is located in the western portion of Orange County. Surrounding cities include Stanton on the west; Anaheim on the north; Orange and Santa Ana on the east; and Westminster and Santa Ana on the south.⁷ Regional access to the City is provided by the Garden Grove Freeway (State Route [SR] 22) that extends through the City in an east-west orientation. The location of Garden Grove in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2. The project site is located in the west-central portion of the City. The project site is located on the west side of Knott Street and north of the Garden Grove Freeway (SR-22). A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. The project site's legal address is 12821 Knott Street. Regional access to the project site is provided by SR-22, located to the south of the project site.⁸ A local map is provided in Exhibit 2-3.

2.3 ENVIRONMENTAL SETTING

The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue. An aerial photograph is provided in Exhibit 2-4.

⁶ Cataldo and Associates. *Conceptual Site Plan*. Plan dated November 2018.

⁷ Quantum GIS. Shapefile provided by the United States Bureau of the Census.

⁸ Google Earth. Website accessed July 17, 2019.

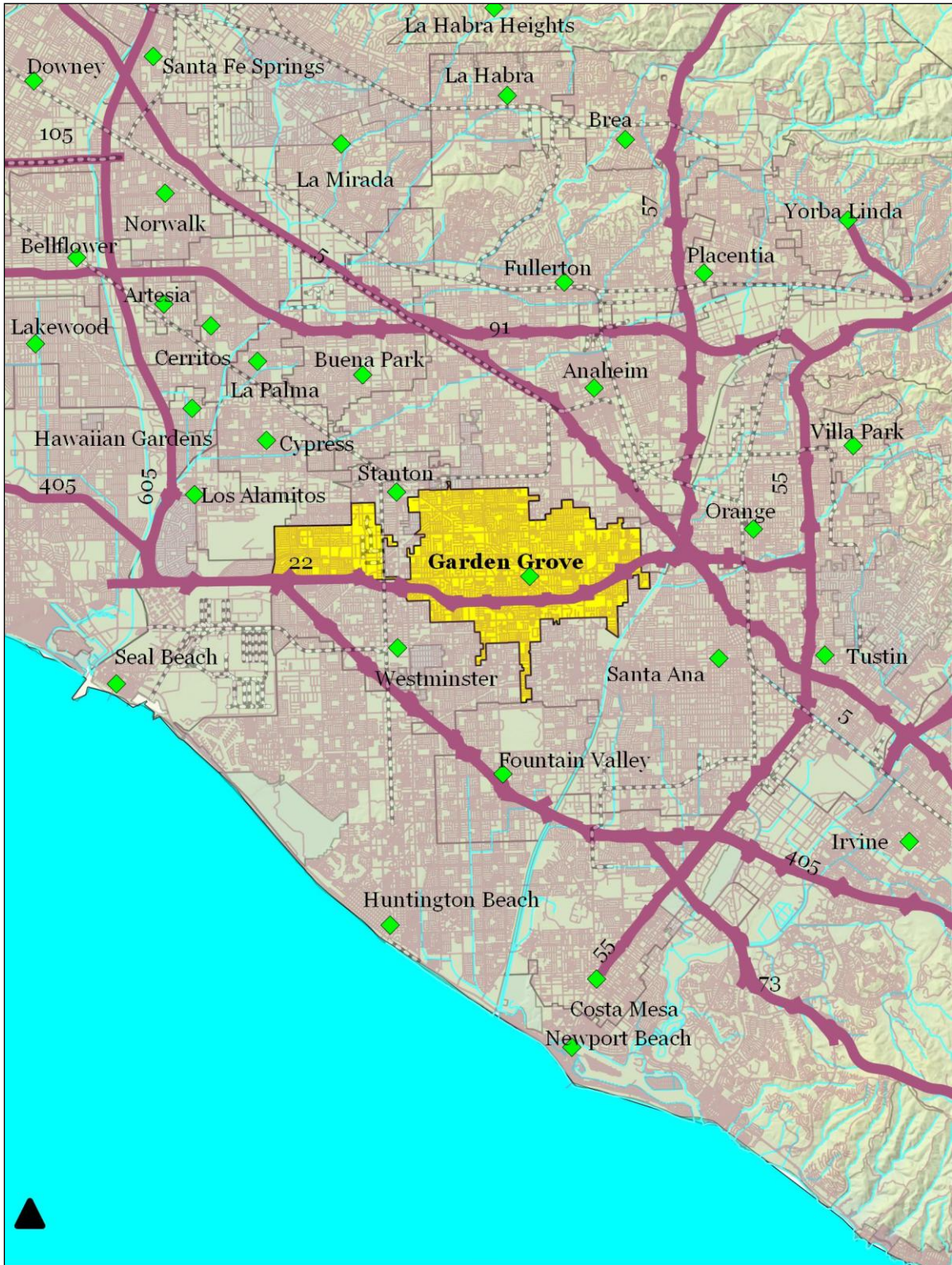


EXHIBIT 2-1
REGIONAL MAP
SOURCE: QUANTUM GIS

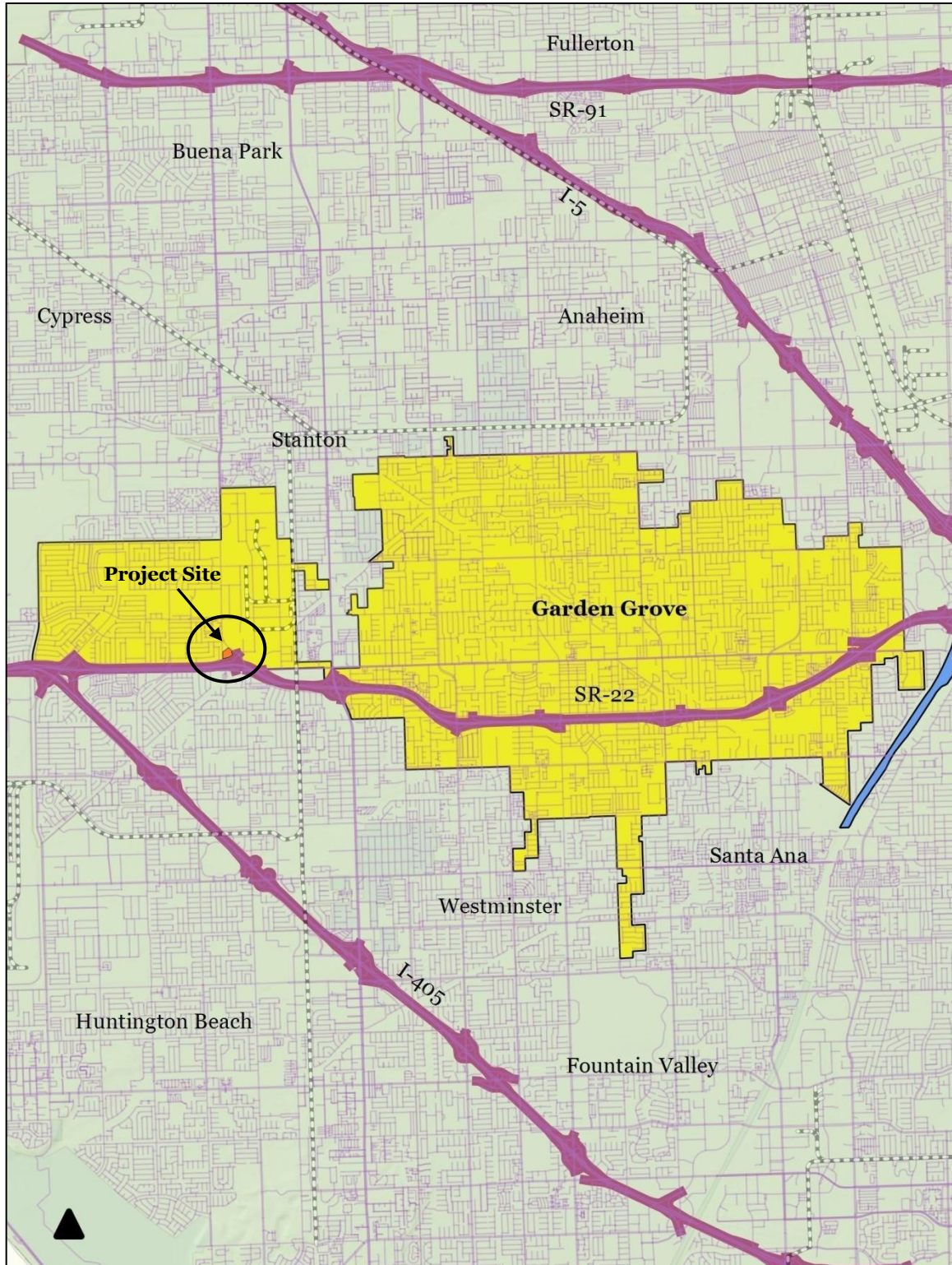


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS

The proposed project is a request by the Applicant for an addition to an existing warehouse building in the City of Garden Grove. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.

- *Site Plan.* According to the most recent site plan prepared for the proposed project by John Cataldo & Associates, the project site (including the vacated portion of Brady Way) has a total area of 347,385 square feet (7.97 acres).⁹ According to the ALTA Survey that was prepared for the project site (the size of the property was then later confirmed through a title search and a search through the Orange County Tax Assessor), the project site in its current state totals 303,629 square feet. The segment of Brady Way that will be vacated and incorporated into the project site encompasses 43,756 square feet. The existing warehouse and office building consists of 119,836 square feet and is located in the south-central portion of the project site. The warehouse addition, consisting of 45,335 square feet, will be connected to the northern elevation to the existing warehouse building. The existing and proposed structural improvements are surrounded by an internal drive aisle and marked parking spaces. The truck receiving and maneuvering areas are located in the western portion of the site. The lot coverage of the site will be 44.45 percent. The maximum floor area ratio (FAR) is 0.50.
- *Existing Building.* The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet including an existing 20,000 square foot, two story office mezzanine. The warehouse building is located in the south central portion of the project site. The office building is attached to the east-facing elevation of the warehouse building and is oriented towards Knott Street. The existing warehouse building includes a total of 20 truck loading docks along the west-facing elevations and one grade level door.
- *Proposed Building Improvements.* The proposed improvements involve the construction of a new building addition that will connect to the north-facing elevation of the existing warehouse building. The new addition will have a total footprint of 45,335 square feet. A total of seven (7) dock high doors and three (3) at-grade doors will be provided along the west facing elevation of the warehouse addition.
- *Site Access and Parking.* In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. Of this total, 143 spaces will be standard stalls, 25 spaces will be compact stalls, and eight will be compliant with the American's with Disabilities Act (ADA). The proposed project will also provide 16 electric vehicle (EV) charging stations. In addition, the proposed project will also provide 31 truck

⁹ John G Cataldo & Associates. *Conceptual Site Plan*. Site plan was received October 1, 2019 from Ms. Merlina Joeng.

loading spaces: 27 dock high loading spaces and four grade level loading spaces. The primary employee parking and visitor parking area is located in the eastern portion of the site near the office. Other parking will be provided along the site’s perimeter. Access to the project site will be provided by two driveways located along the west side of Knott Street. The northernmost driveway will have a width of 45 feet while the southernmost driveway will have a width of 30 feet. A portion of Brady Way, which extends along the site’s west side, will be vacated and incorporated into the project site.

- *Landscaping.* Approximately 23,398 square feet of landscaping will be provided within the site’s perimeter, along the Knott Street frontage, within the parking area, and along the west side buffer area in that portion of the site that was previously occupied by Brady Way. The species that will be planted include Crape Myrtles, Mexican Fan Palms, Creeping Figs, among others.

The proposed project is summarized in Table 2-1 below. The proposed site plan is provided in Exhibit 2-5 and the building elevations are provided in Exhibit 2-6.

**Table 2-1
 Proposed Project Summary Table**

| Project Element | Description |
|--|------------------------------|
| Site Area | 347,385 sq. ft. (7.97 acres) |
| Lot Coverage | 44% |
| Floor Area Ratio | 0.50 |
| Total Existing Building Area (in sq. ft.) | 119,836 sq. ft. |
| Existing Warehouse Area (in sq. ft.) | 99,836 sq. ft. |
| Existing Office Area (in sq. ft.) | 20,000 sq. ft. |
| Proposed Building Addition Area | 45,335 sq. ft. |
| Total Future Building Area (Existing + Proposed) | 165,171 sq. ft. |
| Total Parking | 168 spaces |
| Standard Spaces | 143 spaces |
| Compact Spaces | 25 spaces |
| Truck Loading Spaces | 31 spaces |
| Landscaping | 23,398 sq. ft. |

Source: Cataldo and Associates. *Conceptual Site Plan.* Plan dated November 2018.

2.4.2 OPERATIONAL CHARACTERISTICS

The tenant has not yet been identified. The primary hours of operation will most likely be typical workday hours (e.g. Monday through Friday). However, the City’s Zoning Ordinance does not dictate the hours of operation for industrial uses. Should the future tenant be involved in the use, handling, storage, or disposal of hazardous materials, the project Applicant will be required to apply for a Conditional Use Permit (CUP). The proposed project is estimated to result in the generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet of floor area.

2.4.3 CONSTRUCTION CHARACTERISTICS

The construction of the phase for the proposed project would take approximately 11 months to complete. The key construction phases are outlined below:

- *Site Preparation.* The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete and will involve the removal of the pavement. The project site will be graded and trenched during this phase. This phase will take one month to complete.
- *Construction.* The proposed addition building addition will be constructed during this phase. This phase will take approximately six months to complete.
- *Paving.* This phase will involve the paving of the site. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the planting of landscaping and the completion of the on-site improvements. This phase will take approximately two months to complete.

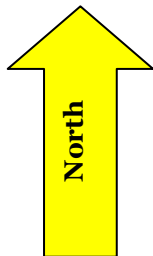
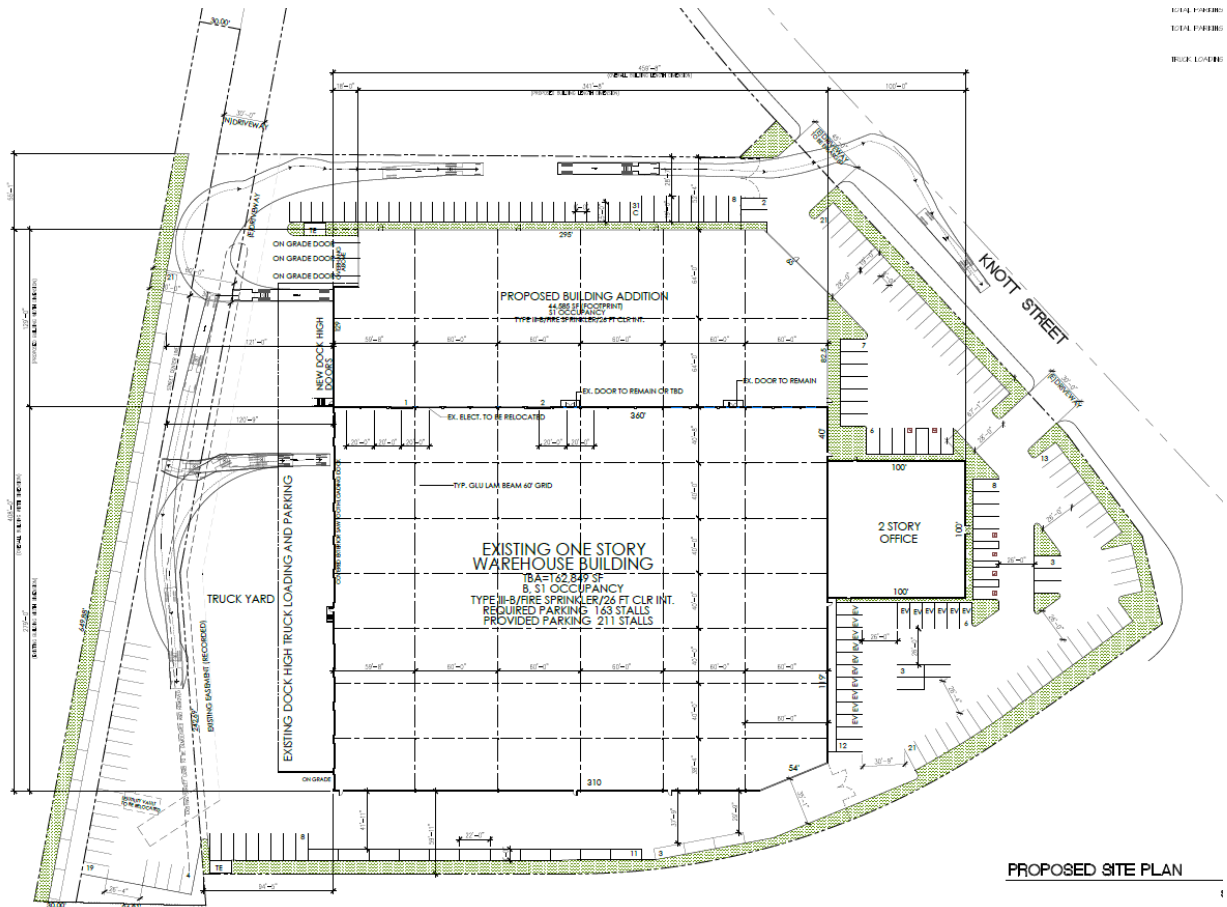
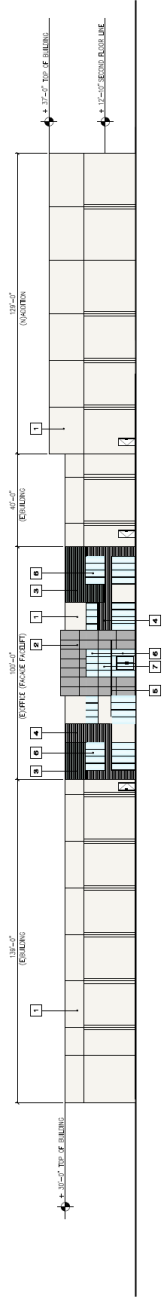
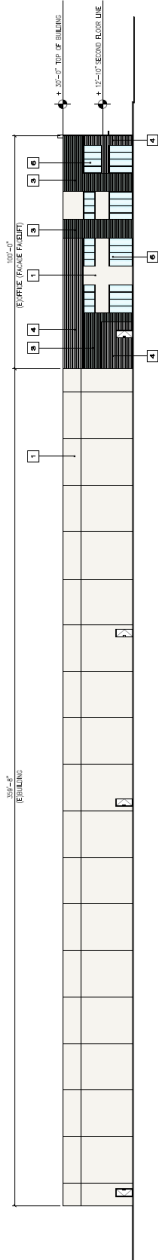


EXHIBIT 2-5
CONCEPTUAL SITE PLAN
 SOURCE: JOHN CATALDO



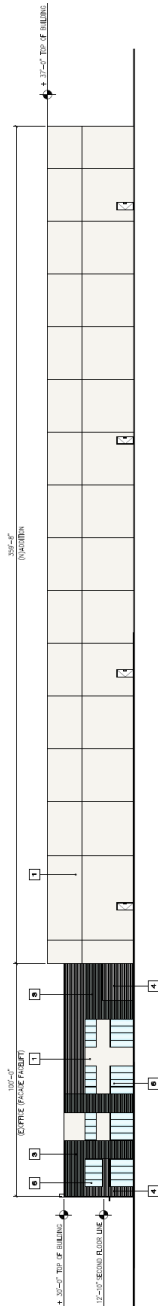
PROPOSED EAST ELEVATION

SCALE: T = 20'-0"



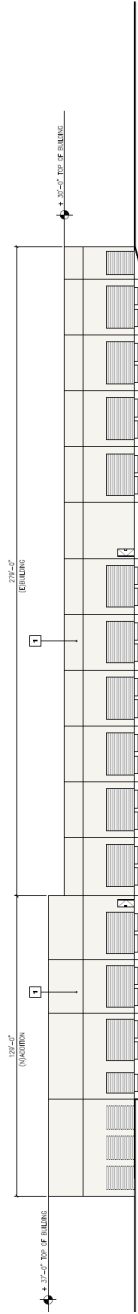
PROPOSED SOUTH ELEVATION

SCALE: T = 20'-0"



PROPOSED NORTH ELEVATION

SCALE: T = 20'-0"



PROPOSED WEST ELEVATION

SCALE: T = 20'-0"

EXHIBIT 2-6
BUILDING ELEVATIONS
 SOURCE: JOHN CATALDO

2.5 DISCRETIONARY ACTIONS

A Discretionary Decision (or Action) is an action taken by a government agency (for the proposed project, the government agency is the City of Garden Grove) that calls for an exercise of judgment in deciding whether to approve a project. The discretionary approvals required for the proposed project include the following:

- A *Zone Change* (ZC) for that portion of Brady Way that will be vacated;
- A *Site Plan* for the construction of the addition and associated site improvements;
- The City Council must approve the vacation of Brady Way;
- The adoption of the *Mitigated Negative Declaration* that is required pursuant to CEQA; and,
- The adoption of the *Mitigation Monitoring and Reporting Program* that is required pursuant to CEQA.



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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agriculture and Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology and Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards and Hazardous Materials (Section 3.9);
- Hydrology and Water Quality (Section 3.10);
- Land Use and Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population and Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities and Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

Under each issue area, a description of the thresholds of significance is provided. These thresholds will assist in making a determination as to whether there is a potential for significant impacts on the environment. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project will not result in any adverse environmental impacts.
- *Less than Significant Impact.* The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Garden Grove or other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of the recommended mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant. This finding will require the preparation of an environmental impact report (EIR).

3.1 AESTHETICS

3.1.1 ANALYSIS OF ENVIRONMENTAL IMPACTS.

- A. *Would the project, except as provided in Public Resources Code Section 21099, have a substantial adverse effect on a scenic vista? • No Impact.*

A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include: (1) scenic quality; (2) sensitivity level; and (3) view access.

The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet.

Views of the San Gabriel Mountains and Santa Ana Mountains are already obstructed by the existing development located in the area. Therefore, no scenic vistas will be impacted with the implementation of the proposed project. A field survey conducted around the project site indicated that there are no scenic vistas located in the vicinity of the project site. In addition, there are no public parks in the area of the project site that would serve as scenic vistas. As a result, no impacts will result.

- 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.*

According to the California Department of Transportation (Caltrans), Knott Street is not a designated scenic highway.¹⁰ In addition, the vegetation present on-site consists of unmaintained ruderal species and the project site does not contain any scenic rock outcroppings.¹¹ Lastly, the project site is occupied by an existing warehouse, though the warehouse is currently unoccupied and devoid of tenants. In addition, this building is not listed in the State or National registrar (refer to Section 3.5). The proposed improvements will also include repainting of the existing building's wall surfaces, repaving of the surface asphalt and concrete areas, and the installation of new landscaping. In addition, the existing Brady Way right-of-way, which is poorly maintained, will be incorporated into the project site. These improvements to the existing site along with the new building addition will result in an improvement to the site's existing appearance. As a result, no impacts would occur.

¹⁰ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

¹¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on July 18, 2019.

- C. *Would the project's location, in a 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 publically 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 indicated previously, the project site is currently occupied by an existing vacant building. The site is located within an urbanized area. The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) are located further east, on the east side of Knott Avenue.

The project site is zoned *PUD I (Planned Unit Development – Industrial 104-70)*. A Zone Change will be required for the vacated portion of Brady Way. With implementation of this zone change, the proposed project's use will be consistent with the applicable General Plan and Zoning designations. Since the proposed project's implementation will result in an improvement of the site's appearance, the potential impacts are considered to be less than significant.

- D. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* • *Less than Significant Impact.*

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The nearest light sensitive receptors to the project site are the single family homes located along the west side of the west of Brady Way. The project architect prepared a lighting and photometric study indicating the location and extent of new lighting. This study is presented in Appendix A. The plans indicate that ten exterior light poles would be installed in the exterior parking and circulation areas and 20 wall packs would be mounted on the exterior building walls. Of this new lighting, five light poles would be located within the west yard area between the warehouse building and the west property line that separates the project site from the homes located to the west.

The proposed project will be required to comply with the City's lighting requirements. The City of Garden Grove Zoning Ordinance (Section 9.16.040.200.B.4.c) states the following:

"Lighting in the parking area shall be directed, positioned, or shielded in such a manner so as not to unreasonably illuminate the window area of nearby residences."

The developer may utilize a number of design measures to accomplish this, including the use of light shielding, directing light downward, and employing lower intensity lighting. Conformance with the standard conditions required under the City's Zoning requirements will reduce the potential light and glare impacts to levels that are less than significant. The proposed project's lighting will not affect nearby sensitive receptors because all parking lot and exterior building lighting will be shielded and aimed downward toward the ground surface pursuant to Section 9.16.040.200.B.4.c of the Garden Grove Municipal Code. The photometric study supports this conclusion by indicating that the light intensity along the west boundary will be 0.0 lumens, which corresponds to the City's Code requirements. It is also important to note that new landscaping will be installed along the entire west property line which will further reduce potential light trespass. As a result, the impacts will be less than significant.

Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior façade would consist of non-reflective materials, such as concrete. As a result, no daytime glare-related impacts are anticipated and the proposed project's potential impacts would be less than significant.

3.1.2 MITIGATION MEASURES

The preceding analysis concluded that the proposed project would not require any mitigation related to aesthetic impacts or light and glare impacts.

3.2 AGRICULTURE & FORESTRY RESOURCES

3.2.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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.

The proposed project involves an addition to the existing warehouse building that occupies the project site. The project site is located along the west side of Knott Street, which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) are located further east, on the east side of Knott Avenue.

According to the California Department of Conservation, the project site does not contain any soils that are considered to be soils that are Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance.¹² Since the implementation of the proposed project will not involve the conversion of soils designed as prime farmland soils, unique farmland soils, or farmland soils of statewide importance, to urban uses, no impacts will occur.

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract? • No Impact.

The project site is currently zoned PUD-104-70 (Planned Unit Development). The proposed project will require the approval of a Zone Change for the portion of Brady Way that will be vacated. The required zone change will not result in a loss of agricultural land since that portion is currently used as a paved street. Furthermore, the zoning of this site is PUD-104-70. The permitted uses are primarily based on those allowed in the M-P (Industrial Park) zone. Agricultural growing and produce stands are not a listed permitted use. In addition, the project site is not subject to a Williamson Act Contract.¹³ Therefore, no impacts will occur since the proposed development will not be erected on a site that is subject to a Williamson Act Contract.

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 in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? • No Impact.

The project site is located in the midst of an urbanized area and no forest lands are located within the site or within the City. The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. A Zone Change will be required for the vacated portion of Brady Way. Therefore, no impacts on forest land or timber resources will result from the proposed project's implementation.

D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use? • No Impact.

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

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.

The proposed project would not involve the disruption or damage to the existing environment resulting from a loss of farmland to non-agricultural use or conversion of forest land to non-forest. The project site is not located in close proximity to forest land or farmland areas. As a result, no impacts will result from the implementation of the proposed project.

¹² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Los Angeles County Important Farmland*. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>

¹³ California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

3.2.2 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.3 AIR QUALITY

3.3.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? • Less than Significant Impact.*

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently occupied by an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM₁₀ and PM_{2.5}* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).¹⁴ The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).¹⁵ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and ozone.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *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 and *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.¹⁶

In terms of *Criteria 1*, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). Projects that are consistent with the projections of employment and population forecasts

¹⁴ South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

¹⁵ Ibid.

¹⁶ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

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 jobs through the year 2040.¹⁷ The proposed project is estimated to result in the generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet of floor area. The projected number of new jobs is well within SCAG’s employment projections for the City of Garden Grove. Therefore, the proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Garden Grove. Since the proposed project will not be in violation of either *Consistency Criteria*, the proposed project’s potential impacts are considered to be less than significant.

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.

The analysis of daily construction emissions (refer to Table 3-1) has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD. The proposed project’s construction period is expected to take approximately 11 months (refer to Section 2.3.2) and would include site preparation, the erection of the building addition, and the finishing of the proposed project (paving, painting, and the planting of landscaping).

**Table 3-1
 Estimated Daily Construction Emissions**

| Construction Phase | ROG | NO₂ | CO | SO₂ | PM₁₀ | PM_{2.5} |
|-------------------------------------|-------------|-----------------------|--------------|-----------------------|------------------------|-------------------------|
| Site Preparation (on-site) | 1.75 | 21.53 | 11.91 | 0.02 | 1.08 | 0.80 |
| Site Preparation (off-site) | 0.03 | 0.02 | 0.28 | -- | 0.09 | 0.02 |
| Total Site Preparation | 1.78 | 21.55 | 12.19 | 0.02 | 1.17 | 0.82 |
| Grading (on-site) | 2.02 | 22.74 | 10.15 | 0.02 | 7.23 | 4.31 |
| Grading (off-site) | 0.04 | 0.02 | 0.35 | -- | 0.11 | 0.03 |
| Total Grading | 2.06 | 22.76 | 10.50 | 0.02 | 7.34 | 4.34 |
| Building Construction (on-site) | 2.28 | 17.43 | 14.89 | 0.02 | 0.94 | 0.90 |
| Building Construction (off-site) | 0.27 | 2.31 | 2.34 | 0.01 | 0.75 | 0.21 |
| Total Building Construction | 2.55 | 19.74 | 17.23 | 0.03 | 1.69 | 1.11 |
| Paving (on-site) | 1.39 | 11.58 | 11.80 | 0.01 | 0.65 | 0.60 |
| Paving (off-site) | 0.05 | 0.03 | 0.49 | -- | 0.16 | 0.04 |
| Total Paving | 1.44 | 11.61 | 12.29 | 0.01 | 0.81 | 0.64 |
| Architectural Coatings (on-site) | 9.94 | 1.68 | 1.83 | -- | 0.11 | 0.11 |
| Architectural Coatings (off-site) | 0.04 | 0.02 | 0.36 | -- | 0.12 | 0.03 |
| Total Architectural Coatings | 9.98 | 1.70 | 2.19 | -- | 0.23 | 0.14 |
| Maximum Daily Emissions | 9.98 | 22.77 | 17.24 | 0.03 | 7.35 | 4.34 |
| Daily Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |

Source: California Air Resources Board CalEEMod [computer program].

¹⁷ Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant. The proposed project’s construction would be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the proposed project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy. The analysis of long-term operational impacts also used the CalEEMod computer model.

**Table 3-2
 Estimated Operational Emissions in lbs/day - Unmitigated**

| Emission Source | ROG | NO₂ | CO | SO₂ | PM₁₀ | PM_{2.5} |
|----------------------------|-------------|-----------------------|-------------|-----------------------|------------------------|-------------------------|
| Area-wide (lbs/day) | 1.03 | -- | 0.02 | -- | -- | -- |
| Energy (lbs/day) | -- | 0.04 | 0.03 | -- | -- | -- |
| Mobile (lbs/day) | 0.13 | 0.54 | 1.97 | -- | 0.68 | 0.18 |
| Total (lbs/day) | 1.17 | 0.59 | 2.03 | -- | 0.68 | 0.19 |
| Daily Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant Impact? | No | No | No | No | No | No |

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 3-2, the proposed project’s operation will result in emissions that are below the thresholds of significance established by the SCAQMD. As a result, the potential impacts are considered to be less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.¹⁸ These population groups are generally more sensitive to poor air quality. Sensitive receptors in the immediate area include the single family homes located

¹⁸ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

adjacent to the project site to the west of Brady Way.¹⁹ The sensitive receptors located in the vicinity of the project site are shown in Exhibit 3-1.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. The proposed project's implementation will not result in a degradation of any intersections Level of Service (refer to Section 3.17 – Transportation and Circulation). Therefore, no impacts regarding the creation of carbon hot-spots will result.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs apply to short-term (construction) emissions at a fixed location and do not include off-site or regional emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. The use of the “look-up tables” is typically used for projects proposed on less than five acres of land area. The proposed project's LST emissions are presented in Table 3-3.

**Table 3-3
 Local Significance Thresholds Exceedance SRA 17 for 5 Acres of Disturbance**

| Emissions | Emissions (lbs/day) | Type | Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters) | | | | |
|-------------------|---------------------|--------------|--|-------|-------|-------|-------|
| | | | 25 | 50 | 100 | 200 | 500 |
| NO _x | 22.77 | Construction | 183 | 167 | 180 | 202 | 245 |
| CO | 17.24 | Construction | 1,253 | 1,734 | 2,498 | 4,018 | 9,336 |
| PM ₁₀ | 3.59* | Construction | 13 | 39 | 55 | 88 | 188 |
| PM _{2.5} | 2.31* | Construction | 7 | 9 | 15 | 32 | 109 |

Source: CalEEMod Version 2016.3.2.

*= Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

¹⁹South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.



EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: QGIS

As indicated in Table 3-3, the emissions generated by the construction of the proposed project will not exceed the LSTs identified above. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations will reduce fugitive dust emissions to levels that are less than significant. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. As a result, the potential impacts are considered to be less than significant.

An analysis of operational mobile source diesel particulate matter (DPM) emissions was performed for idling trucks and trucks travelling within the project site. The 2017 EMFAC emissions factors for HHDT vehicles, or Heavy-Heavy-Duty trucks, were utilized in order to perform the analysis for operational DPM emissions. Access to the project site will be provided by two driveways located along the west side of Knott Street; while dock high doors will be located along the building's west facing elevation. The trucks were assumed to have traveled a distance of 500 feet (0.09 miles one-way), or a rough estimate of the length of the west side of the project site. These trucks were assumed to be travelling at a speed of 15 miles per hour, which would be the speed limit on-site. A total of 23 trucks per day (assuming 0.52 trucks per 1,000 square feet according to the SCAQMD) are anticipated to be generated once the proposed project is operational. Table 3-4 shown below depicts the estimated mobile source emissions once the proposed project is operational. As shown in the table, the proposed project's operation will result in negligible DPM emissions and the project will not expose sensitive receptors to substantial pollutant concentrations.

**Table 3-4
 Operational Mobile Source Emissions from Trucks**

| Pollutants | Emissions Factors | Distance in miles (round trip) | Number of Vehicles | Emissions |
|---|-------------------|--------------------------------|--------------------|--|
| PM10 Exhaust at Idle (grams/vehicle/day) | 0.012362035 grams | -- | 23 | 0.28 grams per day, or 0.0006 pounds per day |
| PM10 Exhaust at 15 mph (grams/mile) | 0.072492209 grams | 0.18 | 23 | 0.30 grams per day, or -- pounds per day |
| PM2.5 Exhaust at Idle (grams/vehicle/day) | 0.011827259 grams | -- | 23 | 0.27 grams per day, or 0.0005 pounds per day |
| PM2.5 Exhaust at 15 mph (grams/mile) | 0.069356228 grams | 0.18 | 23 | 0.28 grams per day, or -- pounds per day |

Source: 2017 EMFAC Factors

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.

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants,

composting activities, refineries, landfills, and businesses involved in fiberglass molding.²⁰ The proposed project will consist of a warehouse addition. While no tenants have been identified for the building, should the building's future tenant(s) be involved in the processing, manufacturing, handling, or disposal of hazardous materials, a Conditional Use Permit (CUP) would be required. Furthermore, future tenants will be required to adhere to SCAQMD Rule 402 – Nuisance, which regulates the release of nuisance odors.

Potential truck drivers visiting the site (construction and deliveries) must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the proposed project's construction contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant and no mitigation is required.

3.3.3 MITIGATION MEASURES

The analysis of air quality impacts indicated no mitigation will be required.

3.4 BIOLOGICAL RESOURCES

3.4.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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 proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the Los Alamitos Quadrangle (the portion of the City of Garden Grove that contains the project site is located within the Los Alamitos Quadrangle) indicated that out of a total of 54 native plant and animal species, 11 are either threatened or endangered. These species include the California least tern; light-footed Ridgway's rail; least Bell's vireo; salt marsh bird's-beak; California Orcutt grass; tricolored blackbird; Belding's savannah sparrow; western yellow-billed cuckoo; the

²⁰ South Coast Air Quality Management District. *CEQA Air Quality Handbook*, As amended 2017.

coastal California gnatcatcher; the Santa Ana Sucker; and the green turtle.²¹ The lack of suitable riparian, chaparral, or wetland habitat may preclude the presence of the aforementioned species. The closest natural habitat to the site includes the Bolsa Chica Channel and the Seal Beach National Wildlife Refuge, located four miles southwest of the project site.

In addition, the underlying soils have been disturbed to accommodate the existing development. These conditions also preclude the presence of burrowing owls. As a result, no impacts on any candidate, sensitive, or special status species would result.

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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? • No Impact.

The project site is currently developed and located within an urbanized area. The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. The site is located approximately 870 feet north of the Bolsa Chica Channel. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.²² In addition, there are no designated “blue line streams” located within the project site. As a result, no impacts on natural or riparian habitats will result from the proposed project’s implementation.

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.

As indicated in the previous subsection, the project site and adjacent developed properties do not contain any natural wetland and/or riparian habitat.²³ As a result, the proposed project would not impact any protected wetland area or designated blue-line stream and no impacts would occur.

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 impede the use of native wildlife nursery sites? • No Impact.

The project site is in an urbanized area, is presently developed with a warehouse, and does not contain any native habitat. The project site lacks suitable wildlife habitat because it is currently paved over and lacks vegetation.²⁴ Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from the traffic on the adjacent Garden Grove Freeway and Knott Street limits the site’s utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site’s utility as a migration corridor is restricted.

²¹ California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>.

²² United States Fish and Wildlife Service. *National Wetlands Inventory*. <https://www.fws.gov/Wetlands/data/Mapper.html>

²³ Ibid.

²⁴ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted July 18, 2019.

There is very limited landscaping on-site. Only a few trees and shrubs remain, primarily along the perimeter of the site. Therefore, no impacts will result from the implementation of the proposed project.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.

Title 11 (Public Property) Chapter 11.32 (Trees) of the City of Garden Grove Municipal Code serves as the City's "Tree Ordinance." The Tree Ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). There are five street trees located along the west side of Knott Street. The proposed project's implementation will not require the removal of the aforementioned trees. As a result, the potential impacts are considered to be less than significant.

F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • No Impact.

The project site is not located within an area governed by a habitat conservation or community conservation plan. As a result, no impacts on local, regional, or State habitat conservation plans will result from the proposed project's implementation.

3.4.2 MITIGATION MEASURES

The analysis of biological resources impacts indicated that the proposed project will not require any mitigation.

3.5 CULTURAL RESOURCES

3.5.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.

CEQA Guidelines Section 15064.5 defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's lead agency.

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the

distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.²⁵

Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.²⁶ To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements.²⁷

The project site is designated as Industrial Commercial Mixed Use and is occupied by a vacant and dilapidated building. There are no historical resources located on the project site. Furthermore, the project site is not identified as a historic resource by the City's Historical Society.²⁸ As a result, no impacts are anticipated with the proposed project's implementation.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? • Less than Significant Impact with Mitigation.

The City of Garden Grove was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.²⁹ The Gabrieleño-Kizh tribe has lived in this region for around 7,000 years.³⁰ Before European contact, approximately 5,000 Gabrieleño-Kizh people lived in villages throughout the Los Angeles Basin.³¹ Archaeological sites are often located along creek areas, ridgelines, and vistas.³² Formal Native American consultation was provided in accordance with AB-52. AB-52 consultation letters were mailed to a total of 22 tribes on August 23, 2019, including the different Gabrieleño subsets and the Soboba tribe. A total of four tribes responded. The Rincon Band of Luiseno Indians, the Agua Caliente Band of Cahuilla Indians, and the San Luis Rey Band of Mission Indians mentioned that the project site was outside of their respective tribal jurisdiction. Meanwhile, the tribal representative of the Gabrieleño-Kizh indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American

²⁵ California State Parks, Office of Historic Preservation. *California Register of Historical Resources*. http://ohp.parks.ca.gov/?page_id=21238. 2019.

²⁶ U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. <http://nrhp.focus.nps.gov>. 2010.

²⁷ Ibid.

²⁸ City of Garden Grove. *City of Garden Grove Historical Society*. <http://www.ci.garden-grove.ca.us/?q=/HistoricalSociety>.

²⁹ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html. Website accessed in July 2019).

³⁰ Ibid.

³¹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>. Website accessed in December 2014).

³² McCawley. *The First Angelinos, The Gabrieleño Indians of Los Angeles County*. 1996.

Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Garden Grove Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries? • Less than Significant Impact.

There are no dedicated cemeteries located within the vicinity of the project site.³³ Magnolia Memorial Park is located 1.93 miles to the northeast of the project site and is the closest cemetery to the project site.³⁴ The proposed project would be restricted to the project site and would not affect any dedicated cemeteries. Notwithstanding, in the unlikely event that human remains are uncovered by construction crews, all excavation and grading activities shall be halted and the Garden Grove Police Department would be contacted (the Department would then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native

³³ Google Earth. Website accessed July 17, 2019.

³⁴ Ibid.

American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be less than significant.

3.5.2 MITIGATION MEASURES

The preceding analysis concluded that the proposed project would require the following mitigation:

Mitigation Measure No. 1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

3.6 ENERGY

3.6.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? • Less than Significant Impact.*

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 (GGMC) incorporates these state requirements. Construction-related energy consumption will 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 will be related to temporary lighting used for both work and security. Work-related and security lighting will 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 11 months. The construction-related electrical consumption rate will 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.

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the

north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet. Table 3-5 below provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the proposed project is estimated to consume approximately 198,403 kilowatt (kWh) per year (or 16,533 kWh per month) of electricity and 1,337 therms of natural gas.

**Table 3-5
 Estimated Annual Energy Consumption**

| Project | Consumption Rate | Total Project Consumption |
|-------------------------|-------------------------|----------------------------------|
| Electrical Consumption | 4.45 kWh/sq.ft/year | 198,403 kWh/year total |
| Natural Gas Consumption | 0.03 therms/sq.ft/year | 1,337 therms/year total |

Source: CEC End-Use Survey

It is important to note that the proposed project will include energy efficient fixtures such as energy efficient lighting, windows, cooling/ventilation systems, roofing materials, and insulated doors, among others. In addition, the energy consumption rates do not reflect the more stringent 2019 California Building and Green Building Code requirements. The proposed project will be in accordance with the City’s Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Nevertheless, the following Energy Star Warehouse Facility Improvement Best Management Practices (BMPs) have been incorporated as mitigation to order to maintain an efficient use of energy:

- The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.
- The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.
- The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.
- The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.
- The project Applicant must install dock seals to reduce outside air infiltration.

Adherence to the mitigation identified above will further reduce wasteful consumption of electricity along with compliance with Title 24 Part 11 of the California Code of Regulations. As a result, less than significant impacts will occur.

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code), which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now

requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The proposed project will be subject to the 2016 Building Code Standards, though the 2019 Standards that may be applicable if the project (construction plans for plan check) is submitted to the City on or after January 1, 2020. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, the proposed project will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. As a result, the potential impacts are considered to be less than significant.

3.6.2 MITIGATION MEASURES

The preceding analysis concluded that the proposed project may result in wasteful consumption of electricity. As a result, the following Energy Star Warehouse Facility Improvement Best Management Practices (BMPs) have been incorporated as mitigation to order to maintain an efficient use of energy:

Mitigation Measure No. 2 (Energy). The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.

Mitigation Measure No. 3 (Energy). The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.

Mitigation Measure No. 4 (Energy). The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.

Mitigation Measure No. 5 (Energy). The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.

Mitigation Measure No. 6 (Energy). The project Applicant must install dock seals to reduce outside air infiltration.

3.7 GEOLOGY & SOILS

3.7.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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), strong seismic ground-shaking, seismic-related ground failure, liquefaction, or landslides? • Less than Significant Impact.*

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building

will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

The City of Garden Grove is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the project site. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.³⁵ A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Garden Grove is not on the list.³⁶ Exhibit 3-2 indicates the seismic risk within the project area including the location of faults and the potential for liquefaction.

The potential impacts from fault rupture are considered no greater for the project site than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. The proposed improvements will be constructed in compliance with the 2019 Building Code (depending on the time of submittal), which contains standards for building design to minimize the impacts from fault rupture. Therefore, the potential impacts resulting from fault rupture are anticipated to be less than significant.

As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. As stated previously, however, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The intensity of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from epicenter or fault. The proposed improvements will be constructed in compliance with the 2019 Building Code (depending on the time of submittal), which contains standards for building design to minimize the impacts from ground shaking. The potential ground shaking impacts would also be considered to be less than significant.

Other potential seismic issues include ground failure, liquefaction, and lateral spreading. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is located within an area that has a potential for liquefaction.³⁷ According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. In addition, the project Applicant will be required to adhere to the foundation recommendations identified by the proposed project's civil engineer. Lastly, the project site is not subject to the risk of landslides. The project site is relatively flat and there are no substantial hillsides or unstable slopes immediately adjacent to the project site boundary. As a result, the potential impacts in regards to liquefaction and landslides are less than significant.

³⁵ California Department of Conservation. *What is the Alquist-Priolo Act?* <http://www.conservation.ca.gov>

³⁶ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

³⁷ California Department of Conservation. *Geologic and Seismic Hazards Shapefile.*

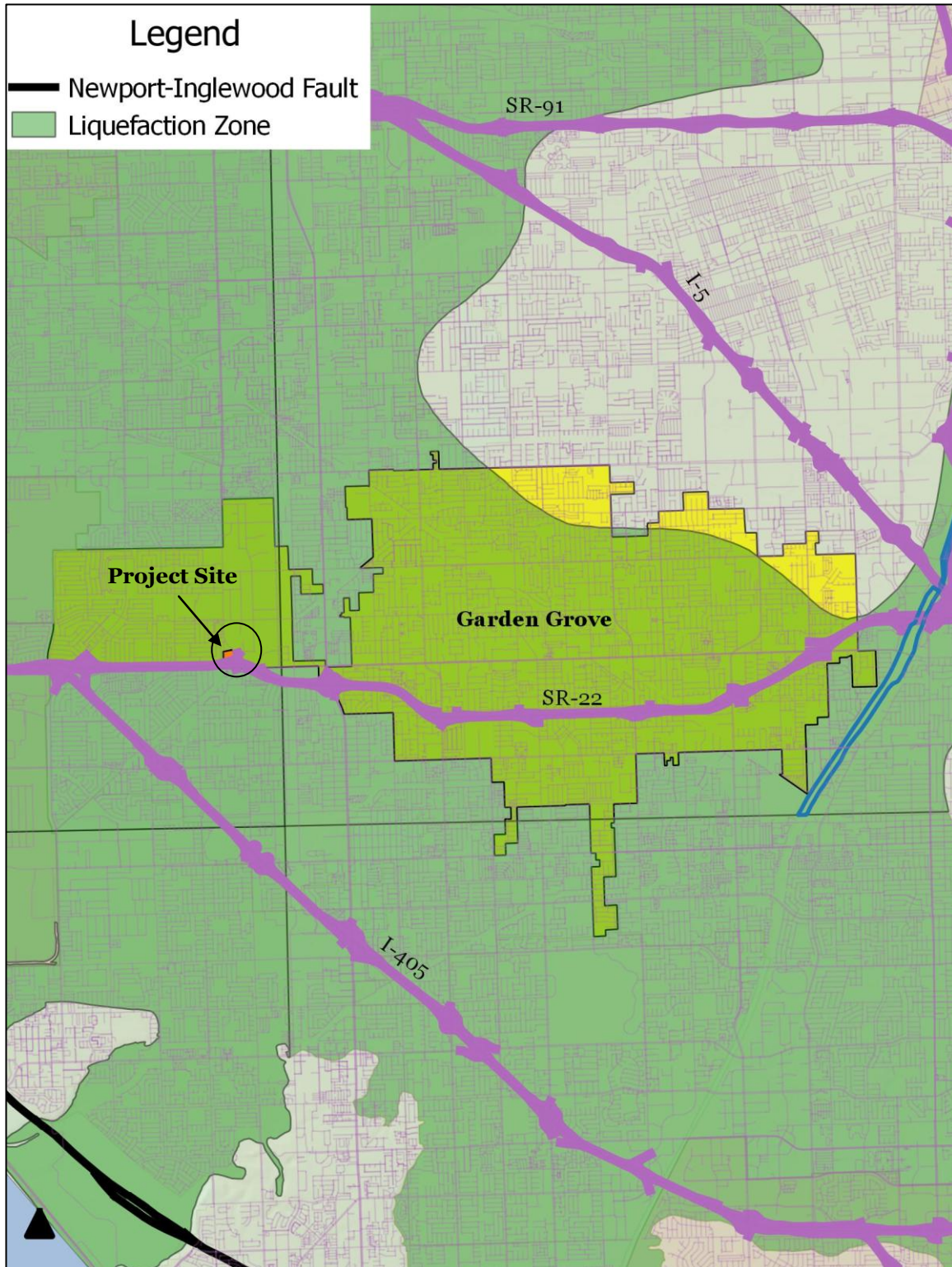


EXHIBIT 3-2
SEISMIC HAZARDS MAP
SOURCE: QGIS

B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.

The UC Davis SoilWeb soil survey was consulted to determine the nature of the soils that underlie the project site. According to the SoilWeb, the site is underlain by Metz loamy sand.³⁸ Metz soils have a slight erosion hazard; however, construction activities and the placement of “permanent vegetative cover” will reduce the soil’s erosion risk.³⁹ The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.⁴⁰ These construction BMPs are grouped into the following categories:

- *Erosion control*, which focuses on preventing soil from being eroded by stormwater and potentially discharged from the construction site;
- *Sediment control*, which focuses on preventing eroded soil from being discharged from the construction site;
- *Wind erosion control*, which protects the soil surface and prevents the soil particles from being detached by wind;
- *Tracking control*, which prevents or reduces the amount of sediment that is tracked to paved areas from unpaved areas by vehicles or construction equipment;
- *Non-stormwater management*, which limits or reduces potential pollutants at their source before they are exposed to stormwater; and,
- *Waste management and materials pollution control*, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials.

In addition, as a permitted use subject to the MS4 permit, the City is responsible for ensuring that all new development and redevelopment comply with all pertinent requirements of the National Pollutant Discharge Elimination System (NPDES), which is a key element of the LID measures. In order to connect to the City’s MS4 (municipal stormwater system), the project Applicant must obtain a General Industrial Activities Storm Water Permit (GIASP). In order to obtain a General Industrial Activities Storm Water Permit (GIASP), the Applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will contain construction Best Management Practices (BMPs) that will prevent the erosion of top soil, the contamination of stormwater runoff, and the discharge of runoff and soil off-site. The Applicant must ensure that a SWPPP is approved, or file a Notice of Intent

³⁸ UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

³⁹ United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Orange County and Western Part of Riverside County, California*. September 1978. And UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

⁴⁰ Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

to comply with the State permit prior to issuance of a grading permit.⁴¹ As a result, the potential impacts regarding soil erosion are considered to be less than significant 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.

Once complete, the proposed project will not destabilize the new soils since the proposed project will include new paved surfaces, new landscaping, and raised foundations, which would minimize soil erosion. The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics expand according to the moisture content present at the time. Since the underlying soils are not prone to shrinking and swelling, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the proposed project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater. The proposed project will also not result in the direct extraction of groundwater since the proposed project will be connected to the City's water distribution system. No groundwater would be drained to accommodate the construction of the proposed project. In addition, the proposed project would not result in the direct extraction of groundwater located below ground surface (BGS). Therefore, the likelihood of on-site subsidence is considered to be remote. As a result, the potential impacts are anticipated to be less than significant.

D. Would the project 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? • Less than Significant Impact.

According to the UC Davis SoilWeb, the site is underlain with Metz loamy sand soils.⁴² Metz soils have a slight erosion hazard and possess a low potential for shrinking and swelling.⁴³ The shrinking and swelling of soils (expansion) is influenced by the amount of clay present in the underlying soils.⁴⁴ As a result, the potential impacts are considered to be less than significant.

E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.

The proposed project does not include construction of septic tanks or connections to septic systems or alternative wastewater disposal systems. Rather, the proposed warehouse addition will be connected to the City's sanitary sewer system. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.

⁴¹ City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

⁴² UC Davis. *SoilWeb*. <https://casoilresource.lawr.ucdavis.edu/gmap/>

⁴³ United States Department of Agriculture, Soil Conservation Service. *Soil Survey of Orange County and Western Part of Riverside County, California*. September 1978.

⁴⁴ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

F. *Would the project, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature? • No Impact.*

No paleontological resources or geologic features are anticipated to be encountered during the proposed project's construction phase due to the recent age (Holocene) of the soil. The soils that underlie the project site are alluvial soils. The alluvial deposits are typically quaternary-aged (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.⁴⁵ As a result, no impacts to paleontological resources will occur and no mitigation is required.

3.7.2 MITIGATION MEASURES

The analysis of potential geological impacts determined that the proposed project would not require any mitigation.

3.8 GREENHOUSE GAS EMISSIONS

3.8.1 ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 7,000 MTCO₂E per year for industrial projects. As indicated in Table 3-6, the proposed project's operational CO₂E emissions are estimated to be 271 MTCO₂E, which is below the aforementioned thresholds.

The proposed project's construction would result in a generation of 161.41 MTCO₂E per year. When amortized over a 30-year period, these emissions decrease to 5.38 MTCO₂E per year. These amortized construction emissions were added to the proposed project's operational emissions to calculate the proposed project's GHG emissions. As shown in the table, the proposed project's total operational emissions are estimated to be 276.79 MTCO₂E per year, which is still below the threshold of 7,000 MTCO₂E per year for industrial projects. The GHG emissions estimates reflect what a warehouse development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the proposed project is operational have been predicted and accounted for in the model for the selected land use type.

⁴⁵ United States Geological Survey. *What is the Quaternary?*
http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html. Site accessed on July 17, 2019.

**Table 3-6
 Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (Tons/Year) | | | |
|---|---------------------------|-----------------|------------------|----------------------------|
| | CO ₂ | CH ₄ | N ₂ O | CO ₂ E |
| Long-Term – Area Emissions | -- | -- | -- | -- |
| Long-Term - Energy Emissions | 77.87 | -- | -- | 78.17 |
| Long-Term - Mobile Emissions | 123.73 | -- | -- | 123.86 |
| Long-Term - Waste Emissions | 8.50 | 0.50 | -- | 21.06 |
| Long-Term – Water Emissions | 38.84 | 0.28 | -- | 48.04 |
| Long-Term - Total Emissions | 248.95 | 0.79 | -- | 271.15 |
| Total Construction Emissions | 160.75 | 0.02 | -- | 161.41 MTCO ₂ E |
| Construction Emissions Amortized Over 30 Years | | | | 5.38 MTCO ₂ E |
| Total Emissions with Amortized Construction Emissions | | | | 276.79 MTCO ₂ E |
| Significance Threshold | | | | 7,000 MTCO ₂ E |

It is important to note that the proposed project is an “infill” development since the project involves the reuse and development of an existing urban site that is bound on all sides by development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).⁴⁶ In addition, the proposed project will include a total of 16 electric vehicle parking spaces. Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? • Less than Significant Impact.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country’s most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in greenhouse gas emissions below 1990 levels by 2030.⁴⁷ The City currently does not have

⁴⁶ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Website accessed on July 17, 2019.

⁴⁷ Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030*. <http://gov.ca.gov/news.php?id=18938>

an adopted Climate Action Plan to reduce GHG emissions within its jurisdictional boundaries. Nevertheless, the proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations, as further explained below.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code), which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the proposed project will be in conformance with Part 6 and Part 11 of Title 24 of the California Code of Regulations, the potential impacts are considered to be less than significant.

The proposed project is an "infill" development which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁴⁸ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

3.8.2 MITIGATION MEASURES

The analysis of potential impacts related to GHG emissions indicated that the proposed project would not result in any adverse impacts. As a result, no mitigation measures are required.

3.9 HAZARDS & HAZARDOUS MATERIALS

3.9.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.

Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and irritant, or strong

⁴⁸ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Site accessed on April 20, 2018.

sensitizer.⁴⁹ Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency (EPA) “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

The proposed project’s construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the proposed project’s construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. Due to the age of the existing building (the building was constructed in 1971), lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the construction period. As a result, lead based paint and/or asbestos containing materials will be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.

The project site is not located on the California Department of Toxic Substances Control’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).⁵⁰ In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST).⁵¹ A search through the California Department of Toxic Substances Control’s Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.⁵² The United States Environmental Protection Agency’s multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.⁵³ Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks, transformers, etc.) during the proposed project’s construction phase is low.

In the event the future tenant’s operations involve the transport, use, or storage of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA’s Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California

⁴⁹ A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor 2017).

⁵⁰ CalEPA. *DTSC’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

⁵¹ California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=gardengrove.ca>

⁵² CalEPA. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-110&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=gardengrove

⁵³ United States Environmental Protection Agency. *Multisystem Search*. Site accessed July 18, 2019.

Health and Safety Code, which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Garden Grove. Adherence to all pertinent local, State, and Federal regulations will reduce potential impacts to levels that are less than significant.

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.

The proposed project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the project site by truck. Other hazardous materials that would be used on-site during the proposed project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. As stated previously, the project site is not identified on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List); the Leaking Underground Storage Tank database (LUST); the California Department of Toxic Substances Control's Envirostor database; or the United States EPA Envirofacts database.^{54,55,56,57} Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks, transformers, etc.) during the proposed project's construction phase is low.

In the event the future tenant is involved in the transport, use, or storage of hazardous materials, the tenant will be required to comply with Federal and State regulations regarding hazardous materials. The tenant would also be required to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will be required to file a Hazardous Materials Disclosure Plan and a Business Emergency Plan to ensure the safety of the employees and citizens of Garden Grove. Adherence to all pertinent local, State, and Federal regulations will reduce potential impacts to levels that are less than significant.

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.

There are no schools located within one-quarter of a mile from the project site. The closest school is Garden Park School, which is located approximately 2,000 feet (0.38 miles) west of the project site. As

⁵⁴ CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

⁵⁵ California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=gardengrove,,ca>

⁵⁶ CalEPA. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-110&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=gardengrove

⁵⁷ United States Environmental Protection Agency. *Multisystem Search*. Website accessed July 17, 2019.

a result, the potential impacts are considered to be less than significant and no mitigation is required.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • No Impact.

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the California Department of Toxic Substances Control's (DTSC) Brownfields and Environmental Restoration Program referred to as EnviroStor. A search was conducted through the DTSC's Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.⁵⁸ Therefore, no impacts would occur.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? • No Impact.

The project site is not located within two miles of a public use airport. The closest airport is the Joint Forces Training Base, located 2.05 miles to the northwest in the City of Los Alamitos. The proposed project is not located within the Runway Protection Zone (RPZ) for the Joint Forces Training Base, and the proposed development will not penetrate the airport's 100:1 slope.⁵⁹ Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. As a result, the proposed project would not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working within the project site and no impacts would occur.

F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.

At no time would Knott Street be completely closed to traffic during the proposed project's construction. All construction staging must occur on-site. Moreover, the proposed project will be developed in accordance with City emergency access standards and all applicable codes and ordinances for emergency vehicle access. As a result, no impacts are associated with the proposed project's implementation.

⁵⁸ CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

⁵⁹ Orange County Airport Land Use Commission. *Airport Environs Land Use Plan for Joint Forces Training Base, Los Alamitos*. Amended 2015. <http://www.ocair.com/commissions/aluc/archive/2015/2015-07-16/item1.pdf>

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?* • *No Impact.*

As indicated previously, the project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project site. The project site is located outside of any area where there is natural vegetation that may represent a significant wildfire risk, and lacks brush or grass covered areas typically found in areas susceptible to wildfires. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project and no impacts will occur.

3.9.2 MITIGATION MEASURES

The environmental analysis determined that the proposed project will not require any mitigation.

3.10 HYDROLOGY & WATER QUALITY

3.10.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

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 proposed project's construction and subsequent occupation will not violate any water quality standards, waste discharge requirements, or otherwise degrade surface or groundwater quality. The discharge of contaminated runoff from construction will be minimized since the Applicant will be required to adhere to the construction BMPs outlined in the Construction Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.⁶⁰ These construction BMPs are grouped into the following categories:

- *Erosion control*, which focuses on preventing soil from being eroded by stormwater and potentially discharged from the construction site;
- *Sediment control*, which focuses on preventing eroded soil from being discharged from the construction site;
- *Wind erosion control*, which protects the soil surface and prevents the soil particles from being detached by wind;
- *Tracking control*, which prevents or reduces the amount of sediment that is tracked to paved areas from unpaved areas by vehicles or construction equipment;

⁶⁰ Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

- *Non-stormwater management*, which limits or reduces potential pollutants at their source before they are exposed to stormwater; and,
- *Waste management and materials pollution control*, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials.⁶¹

The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to General Industrial Activities Storm Water Permit (GIASP) regulations since the proposed project would connect to the City's MS4. The SWPPP would contain additional construction BMPs that would be the responsibility of the project Applicant to implement. Furthermore, the applicant would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board. The Applicant must ensure that a SWPPP is approved, or file a Notice of Intent to comply with the State permit prior to issuance of a grading permit.⁶² The NPDES, SUSMP, and SWPPP are all elements of the MS4. Adherence to the aforementioned requirements will reduce the potential construction and operational impacts to levels that are less than significant.

Based on the site plan, approximately 94 percent of the project site will be covered over with impervious surfaces. The major source of potential water pollution is related to sheet runoff, capturing surface pollutants from driveways, and other impervious areas that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins, and pipes. This storm water infrastructure will collect the water runoff which will be conveyed to the local storm drain system. In the absence of certain design measures, trash, animal waste, chemicals, and other pollutants would be transported untreated through the storm water system where it is ultimately conveyed to the regional storm drain system.

The City of Garden Grove requires the preparation of a Water Quality Management Plan (WQMP) for projects that meet a certain criteria. The proposed project will involve the pavement of the site. Therefore, the project Applicant will be required to prepare a WQMP since the proposed project is consistent with Category 8 on Table 7.11-2, which states:

“All significant redevelopment projects, where significant redevelopment is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety.”

The project Applicant will be required to implement the post-construction Best Management Practices (BMPs) recommended in the mandatory WQMP. These BMPs will filter polluted runoff and will remove contaminants of concern prior to the discharge or percolation of runoff. From there, filtered water will either percolate into the ground, or may be discharged off-site via the local stormwater infrastructure. Thus, the proposed project's implementation will not increase the rate or amount of

⁶¹ DMS Consultants, Inc. *Preliminary Water Quality Management Plan (WQMP)*. Report dated May 29, 2018.

⁶² City of Garden Grove. *The Garden Grove Plan, Program Environmental Impact Report*. February 2012.

surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to 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.

The grading and trenching that would be undertaken to accommodate the building footings, utility lines, and other underground infrastructure such as stormwater appurtenances and double check detector assemblies would not extend to depths required to encounter groundwater. Therefore no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The proposed project would continue to be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. Furthermore, the proposed project's contractors would be required to adhere to the applicable Best Management Practices (BMPs) for the construction site. Adherence to the required BMPs would restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts are anticipated to be less than significant.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less than Significant Impact.

Once implemented, the proposed project would change the site's drainage characteristics. A majority of the project site is currently covered over in impervious surfaces. Currently, stormwater runoff is discharged off-site into the street. Following construction, runoff will either percolate into the ground or will be discharged off-site into the local stormwater infrastructure. Once the proposed project is complete, pervious surfaces (landscaping) will comprise 6.7 percent of the project site. Furthermore, the portion of Chapman Avenue that extends along the site's northern property line is paved and any runoff discharged off-site would not result in erosion or siltation. Additionally, the proposed project's construction would be restricted to the designated project site and the proposed project would not alter the course of any stream or river that would lead to on- or off-site siltation or erosion.

As indicated previously, the project Applicant will be required prepare a WQMP and implement all of the recommended Best Management Practices (BMPs) included in the report. These post-construction BMPs would filter out contaminants of concern, allow runoff to percolate into the ground, and would also result in the controlled discharge of excess runoff off-site. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Thus, the proposed project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • Less than Significant Impact.

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Garden Grove, the proposed project site is located in Zone X.⁶³ This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.⁶⁴ The proposed project site is not located in an area that is subject to inundation by tsunami or seiche. The project site is located inland approximately eight miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.⁶⁵ Furthermore, a seiche in the Bolsa Chica Channel, located approximately 870 feet southeast, is not likely to happen due to the current level of channelization and volume of water present.

The project site and the majority of the City are located within an area that could be subject to flows due to failure or overflow at the Prado Dam, located approximately 20 miles to the northeast in the City of Corona. The primary impact associated with potential dam failure will be related to property damage since flood water will be relatively shallow and the flood water releases would be gradual.⁶⁶ The risk of dam inundation is no greater for the project site than the rest of the City since a majority of the City is located within the inundation path of the Prado Dam. As a result, the potential impacts with regards to flooding, tsunamis, seiches, or dam inundation are considered to be less than significant.

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • No Impact.

The project Applicant will be required to prepare a SWPPP and implement the construction BMPS identified in the SWPPP. The Applicant will also be required to install the post-construction structural BMPS identified in the mandatory WQMP. In addition, the proposed project's construction and operation would not interfere with any groundwater management or recharge plan since grading and excavation performed on-site will not be deep enough to encounter ground water. Furthermore, adherence to the construction stormwater BMPs identified in Section 3.9 will ensure no polluted runoff is discharged off-site or will be allowed to infiltrate underlying groundwater. As a result, no impacts are anticipated.

3.10.2 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any hydrological, stormwater runoff, or water quality impacts. As a result, no mitigation is required.

⁶³ Federal Emergency Management Agency (FEMA). *FEMA Flood Map*.
<https://msc.fema.gov/portal/search?AddressQuery=Garden Grove#searchresultsanchor>

⁶⁴ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

⁶⁵ Google Earth. Website accessed July 17, 2019.

⁶⁶ United States Army Corps of Engineers, Los Angeles District. *Dam Safety Program*. <http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477349/dam-safety-program.aspx>.

3.11 LAND USE & PLANNING

3.11.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? • No Impact.*

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet, including a 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse building. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the entire building (existing and future) to 165,171 square feet.

The project site is located along the west side of Knott Street, which is a major arterial roadway. The Garden Grove Freeway is located along the project site's south side. A portion of Brady Way, which extends along the site's west side, will be vacated and incorporated into the project site. A single-family residential neighborhood is located adjacent to the project site to the west of Brady Way. The Garden Room wedding chapel and banquet facility is located adjacent to the project site on the north. Knott Avenue extends along the project site's east side. Light industrial uses and a church (Calvary Chapel) is located further east, on the east side of Knott Avenue.

The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. The existing General Plan designations for the project site and the surrounding area are shown in Exhibit 3-3. The existing Zoning designations for the project site and the surrounding area are shown in Exhibit 3-4.

Whether the proposed project would physically divide an established community depends on whether it involves the expansion of an inconsistent land use into an established neighborhood; assuming that an "established community" refers to a residential neighborhood. The proposed project will be confined within the project site's boundaries. As a result, the proposed project would not lead to any division of an existing established neighborhood and no impacts would occur.

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? • Less than Significant Impact.*

A Discretionary Decision (or Action) is an action taken by a government agency (for this project, the government agency is the City of Garden Grove) that calls for an exercise of judgment in deciding whether to approve a project. The project site is designated as *IC (Industrial Commercial Mixed Use)*. The project site is zoned *PUD-104-70 (Planned Unit Development)*. The existing General Plan designations for the project site and the surrounding area are shown in Exhibit 3-3. The existing Zoning designations for the project site and the surrounding area are shown in Exhibit 3-4.

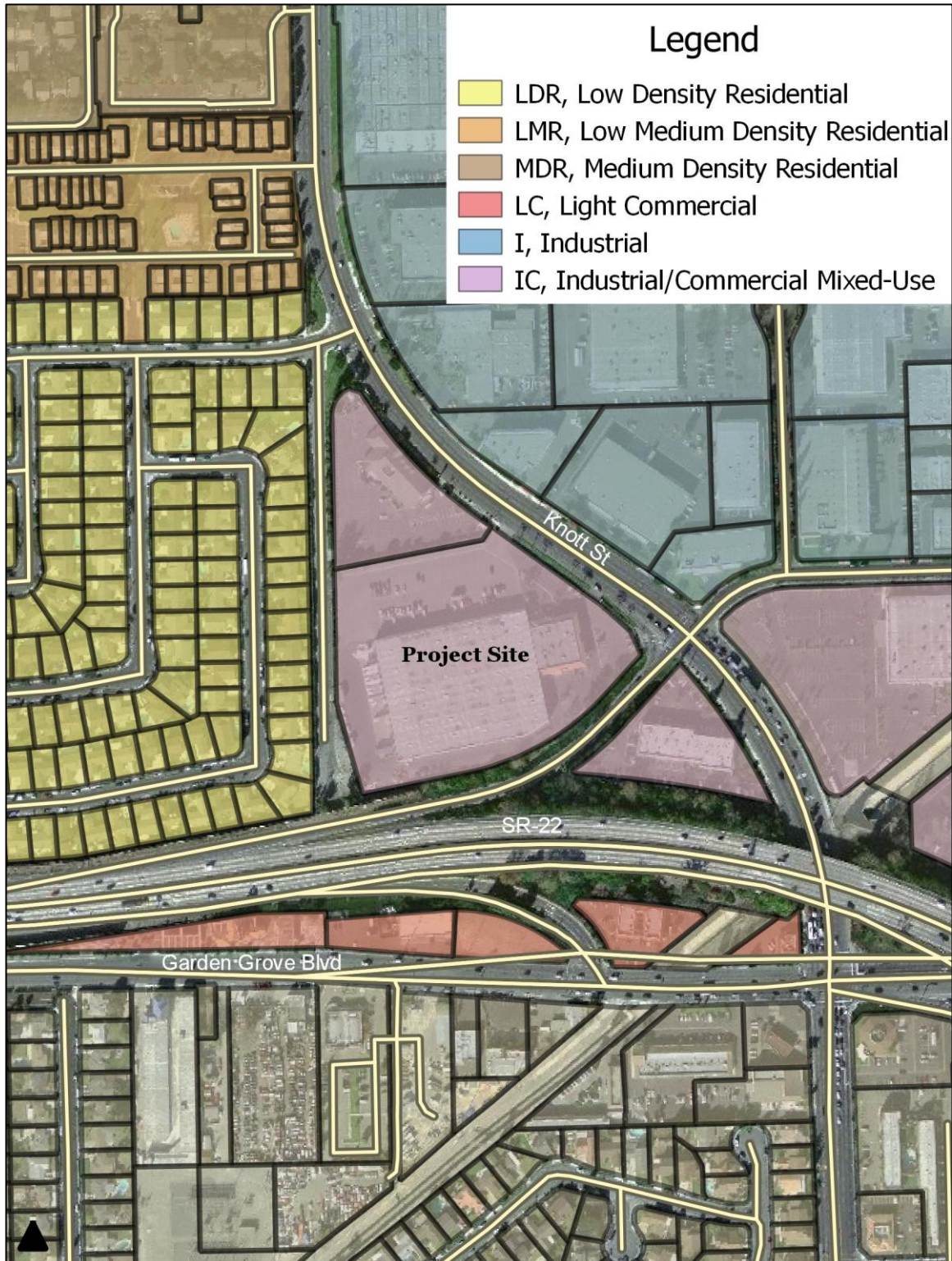


EXHIBIT 3-3
GENERAL PLAN LAND USE MAP
SOURCE: QGIS

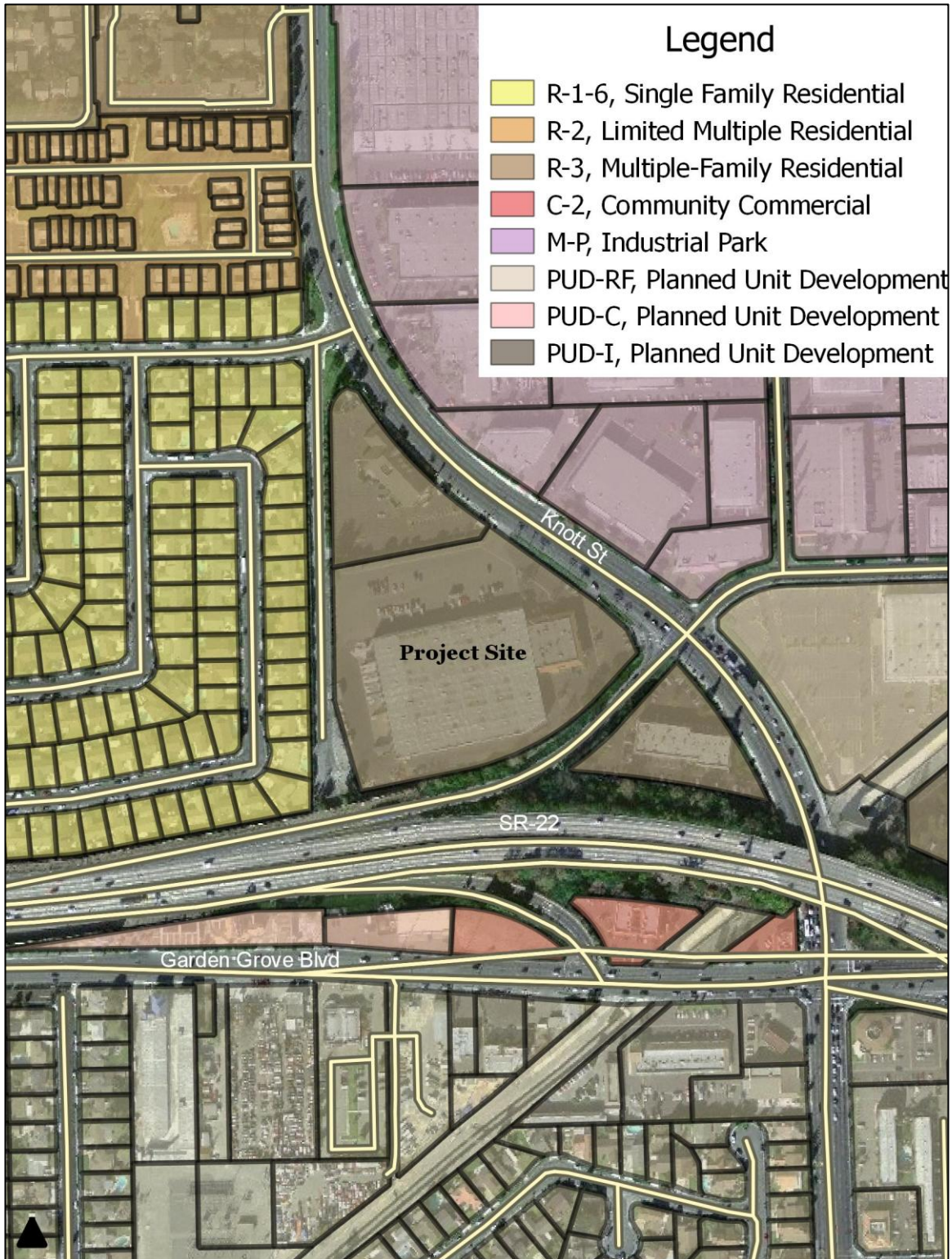


EXHIBIT 3-4
ZONING MAP
SOURCE: QGIS

A Zone Change will be required for the vacated portion of Brady Way, which fronts along the west side of the property. A Site Plan will be required for the development of the site with the proposed addition and the associated site improvements. No other discretionary actions are required to accommodate the proposed project. Table 3-6 depicts the proposed project’s conformity with the City’s zoning standards that are applicable to the project site. As shown in the table, the proposed project conforms to the City’s development standards.

**Table 3-7
 The Project Conformity with the Planned Unit Development and City’s Zoning Standards**

| Description | City Requirements | Project Element | Conforms? |
|-------------------------|-------------------|-----------------|-----------|
| Minimum Lot Size | 15,000 sq.ft. | 347,385 sq.ft | Yes |
| Maximum Building Height | 37 ft. | 37 ft. | Yes |

Source: City of Garden Grove Municipal Code Title 9 – Land Use

Since the proposed project is consistent with the sites underlying Zoning and General Plan land use designation, the potential impacts are considered to be less than significant.

3.11.2 MITIGATION MEASURES

The analysis determined that no significant impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

3.12 MINERAL RESOURCES

3.12.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project 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.

A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there are no wells located within the project site.⁶⁷ There are a total of five active mineral resource areas in Orange County. These areas include the Santa Ana River Resource Area, the Lower Santiago Creek Resource Area, the Upper Santiago Creek Resource Area, the Arroyo Trabuco Resource Area, and the San Juan Creek Resource Area.⁶⁸ None of these resource areas are located near the project site. As a result, no impacts to mineral resources will occur.

⁶⁷ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.95784/33.78484/14>

⁶⁸ California, State of. Department of Conservation. *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III: Orange County*. Report dated 1994. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-15/OFR_94-15_Text.pdf

B. Would the project 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.

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

3.12.2 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.13 NOISE

3.13.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in a generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact with Mitigation.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an “A” weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.⁶⁹ Examples of typical noise levels associated with specific activities are shown in Exhibit 3-5.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman.⁷⁰ In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise.

⁶⁹ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

⁷⁰ USEPA, *Protective Noise Levels*. 1971.

Noise Levels – in dBA

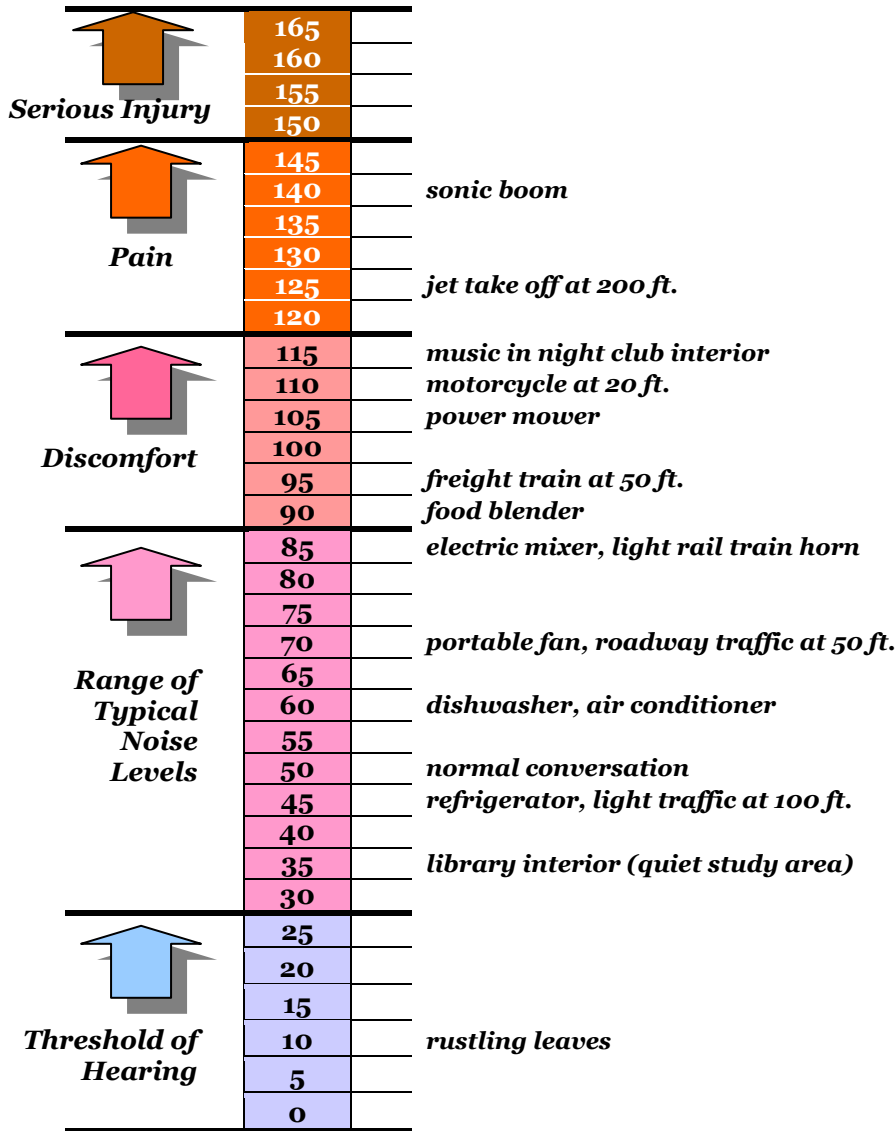


EXHIBIT 3-5
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
 Source: Blodgett Baylosis Environmental Planning

In addition, the construction noise levels typically will decline as one moves away from the noise source in phenomenon known as *spreading loss*. Stationary noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles subject to spreading loss experiences a 3.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise reductions of 4.5 dBA per doubling of the distance are possible over unpaved surfaces.

The project site is located within an urbanized setting and the ambient noise characteristics reflect the surrounding urban environment. The nearest sensitive receptor to the project site includes the residential development that abuts the site to the west, west of the existing Brady Way right-of-way. The predominant source of noise in the area is related to traffic travelling on State Route 22, which is directly south of the project site. An *Extech* Digital Sound Meter was used to conduct the noise measurements. The meter was performed using a slow response setting, with an “A” weighting. The meter’s height above the ground surface was five feet. A series of 100 discrete noise measurements were recorded along Brady Way. Exhibit 3-6 indicates the measurement locations. The duration of each measurement period was 15 minutes. The results of the survey are summarized in Table 3-8. The measurements were taken on a Thursday afternoon at 12:51 PM. The median ambient exterior noise level (L_{50}) was 62.6 dBA at the measurement location. The L_{50} represents the noise level that is exceeded 50% of the time (half the time the noise level exceeds this level and half the time the noise level is less than this level). As shown in Table 3-8, the average ambient noise level was 62.7 dBA. The noise measurement worksheets are included herein in Appendix C.

**Table 3-8
 Noise Measurement Results**

| Noise Metric | Noise Level (dBA) |
|--------------------------------------|-------------------|
| L_{max} (Maximum Noise Level) | 73.2 dBA |
| L^{99} (Noise levels <99% of time) | 71.2 dBA |
| L^{90} (Noise levels <90% of time) | 64.3 dBA |
| L^{75} (Noise levels <75% of time) | 63.4 dBA |
| L^{50} (Noise levels <50% of time) | 62.6 dBA |
| L_{min} (Minimum Noise Level) | 59.7 dBA |
| Average Noise Level | 62.7 dBA |

Source: Blodgett Baylosis Environmental Planning.

The City of Garden Grove's noise control regulations are included in Title 8, Chapter 47 (Noise Control) of the Municipal Code. The State of California has mandated that local governments prepare a noise element as part of their general plans. The Garden Grove Noise Element contains noise guidelines with respect to land use and noise exposure compatibility. These standards are contained in the Garden Grove General Plan Noise Element (page 7-7; Table 7-1). According to the General Plan, the proposed project will be constructed in an area with a normally acceptable ambient noise environment. Therefore, the proposed project will not expose future workers to excessive exterior noise levels.



EXHIBIT 3-6
NOISE MEASUREMENT LOCATION AND NOISE SENSITIVE RECEPTORS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

As indicated previously, the nearest sensitive receptor to the project site includes the residential development that abuts the site to the west. The proposed project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. The model was run for the grading phase and is presented in Appendix C. As indicated by the model, the proposed project's construction will result in ambient noise levels of up to 75.2 dBA at the nearest sensitive receptor. Construction noise is regulated under Section 8.47.060(D)-Special Noise Sources, which states:

"It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the 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(B), is caused discomfort or annoyance unless such operations are of an emergency nature."

The project Applicant will be required to adhere to the City's Noise Ordinance. Construction will take place between the hours of 7:00 AM and 10:00 PM pursuant to Section 8.47.060(D) of the City's code. In order to ensure that noise levels are further reduced, the following mitigation is required:

- The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

The aforementioned mitigation calls for the use of sound suppressing equipment. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.⁷¹ Furthermore, regular maintenance of construction equipment will ensure noise levels do not increase over time

Once operational, noise emanating from trucks traveling to the site as well as from trucks idling on-site will not negatively affect the nearby sensitive receptors. Trucks at idle produce an average noise level of 70 dBA from a distance of 70 feet from the noise source.⁷² Passing trucks will generate noise levels between 75 and 90 dBA depending on the speed of the truck and the volume of traffic. In order to ensure truck noise is kept to a minimum, the following mitigation will be required:

- Trucks will only be permitted to access the project site from Knott Avenue.

⁷¹ Laborers' Health and Safety Fund of North America. *Controlling Noise on Construction Sites*.
<https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf>

⁷² Noise measurements collected by Blodgett Baylosis Environmental Planning. July 2019.

Noise emanating from idling trucks will be further attenuated by the shells of the nearby residential units. The building’s shell will result in a 20 dBA reduction of exterior noise levels.^{73 74} Therefore, noise emanating from idling trucks during proposed project’s operation will result in less than significant impacts. Adherence to the construction mitigation proposed throughout this subsection will reduce potential impacts to levels that are less than significant.

B. Would the project result in a generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 3-9 summarizes the levels of vibration and the usual effect on people and buildings.

**Table 3-9
 Common Effects of Construction Vibration**

| Peak Particle Velocity (in/sec) | Effects on Humans | Effects on Buildings |
|--|--|--|
| <0.005 | Imperceptible | No effect on buildings |
| 0.005 to 0.015 | Barely perceptible | No effect on buildings |
| 0.02 to 0.05 | Level at which continuous vibrations begin to annoy occupants of nearby buildings | No effect on buildings |
| 0.1 to 0.5 | Vibrations considered unacceptable for persons exposed to continuous vibration. | Minimal potential for damage to weak or sensitive structures |
| 0.5 to 1.0 | Vibrations considered bothersome by most people, however tolerable if short-term in length | Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to older buildings. |
| 1.0 to 2.0 | Vibrations considered unpleasant by most people. | U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings. |
| >3.0 | Vibration is unpleasant | Potential for architectural damage and possible minor structural damage |

Source: U.S. Department of Transportation

The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

⁷³ California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

⁷⁴ Noise measurements collected by Blodgett Baylosis Environmental Planning. July 2019.

The proposed project's implementation would not require deep foundations since the underlying fill soils would be removed and the proposed improvements would have a maximum height of 37 feet. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. As shown in the construction noise model, the proposed project's construction would not require the use of impact producing equipment.

Once occupied, the overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. The proposed project's future residents will be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant with the aforementioned mitigation.

C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

The project site is not located within two miles of a private airstrip.⁷⁵ The proposed project is not located within the Runway Protection Zone (RPZ) for the Joint Forces Training Base, which is located 2.05 miles northwest of the project site. Furthermore, the project site is located outside of the 65 CNEL noise contour boundaries for the aforementioned airport.⁷⁶ As a result, no impacts will occur.

3.13.2 MITIGATION MEASURES

The proposed project will require the following mitigation measures:

Mitigation Measure No. 7 (Noise). The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

Mitigation Measure No. 8 (Noise). Trucks will only be permitted to access the project site from Knott Avenue.

⁷⁵ Google Earth. Website accessed July 18, 2019.

⁷⁶ Orange County Airport Land Use Commission. *Airport Environs Land Use Plan for Joint Forces Training Base, Los Alamitos.* Amended 2015. <http://www.ocair.com/commissions/aluc/archive/2015/2015-07-16/item1.pdf>.

3.14 POPULATION & HOUSING

3.14.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- 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.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is developed and the site occupies frontage along a major arterial roadway.
- *Extension of roadways and other transportation facilities.* The proposed project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The proposed project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The proposed project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* There are no housing units located on-site.
- *Additional population growth leading to increased demand for goods and services.* Due to the nature of the proposed project (industrial), no direct increase in population will occur.
- *Short-term growth-inducing impacts related to the project's construction.* The proposed project will result in temporary employment during the construction phase.

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 jobs through the year 2040.⁷⁷ As indicated previously, the proposed project has the potential to result in a generation of up to 164 new jobs based on a ratio of one new job per 1,000 square feet. The projected number of new jobs is well within SCAG's employment projections for the City of Garden Grove. Additionally, construction of the proposed project would provide short-term jobs over an approximate 10-month period; however, it is anticipated that project-related construction labor force would already be located in the proposed project's vicinity, and workers would not be expected to relocate their residences. Lastly, the proposed project would not cause or result in direct population growth because the proposed project would not provide housing on the project site or elsewhere. As a result, the potential impacts are considered to be less than significant.

⁷⁷ Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

- B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

No housing units will be displaced as a result of the proposed project's implementation. The site is currently undeveloped. Therefore, no impacts would result.

3.14.2 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.15 PUBLIC SERVICES

3.15.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities? • Less than Significant Impact.*

The proposed use will be subject to review and approval by the Orange County Fire Authority (OCFA) to ensure that fire safety and fire prevention measures are incorporated into the project. According to the OCFA, the transition from municipal fire services to County fire services will increase response times and will provide additional employees including paramedics and professional firefighters.⁷⁸ In addition, county-wide response times range between five to seven minutes.⁷⁹

Compliance with fire code requirements, installation of sprinkler systems, and approval of the site plan by the Orange County Fire Authority (OCFA) are expected to reduce potential impacts to levels that are less than significant. The Applicant will be required to submit the latest/final architectural plans to OCFA for their preliminary review/clearance. The closest fire station to the project site is Garden Grove Fire Station No. 1, located approximately 1.75 miles to the southeast. The proposed project will be constructed in compliance with the most recent Building Code further reducing the project's fire risk. The proposed project would only place an incremental demand on fire services since the proposed project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the proposed project's implementation will not affect response times or department capacity. As a result, the potential impacts to fire protection services are considered to be less than significant.

⁷⁸ OCFA – Orange County Fire Authority. *Garden Grove Transition*. <https://www.ocfa.org/NewsAndEvents/NewsAndEvents.aspx>

⁷⁹ OCFA – Orange County Fire Authority. *About Us*. <https://www.ocfa.org/AboutUs/FAQs.aspx>

Law enforcement services are provided by the Garden Grove Police Department. The Garden Grove Police Department's station is located approximately four miles east of the project site.⁸⁰ The proposed project would only place an incremental demand on police protection services since the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure open space. The Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements. Specifically, all monitoring systems, alarms, and walls will be under department review. Adherence to the abovementioned requirements will reduce potential impacts on police protection to levels that are less than significant.

The Garden Grove Unified School district serves a majority of the City as well as the surrounding cities of Anaheim, Fountain Valley, Cypress, Santa Ana, Stanton, and Westminster. The district currently has approximately 48,000 students enrolled in 66 schools located throughout the district. Not only are no residential uses contemplated by the proposed project that would induce population growth and place an increased demand on school facilities, but also the project developer would be required to pay any pertinent development fees to the local school districts. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. As a result, the impacts will be less than significant. Furthermore, the increase in demand for local parks and recreation facilities are anticipated to be less than significant since the proposed project is industrial. In addition, the project Applicant will be required to pay in-lieu park fees required by the City. As a result, less than significant impacts to parks and recreational services will occur. In conclusion, no new governmental services will be needed to implement the proposed project since the proposed project will not introduce any new development. As a result, the potential impacts are considered to be less than significant.

3.15.3 MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on public services. As a result, no mitigation is required.

3.16 RECREATION

3.16.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

- 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?* • No Impact.

The City of Garden Grove Community Services Department operates and maintains 26 public parks and recreational facilities located throughout the City. Due to the nature of the proposed project (warehousing), no impacts to parks and recreational services will occur.

⁸⁰ Google Earth.

B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? • No Impact.

Due to the nature of the proposed project (warehousing), no impacts to parks and recreational services will occur. In addition, the construction of the proposed project will be restricted to the designated project site and no outside areas will be disturbed to accommodate the installation of the aforementioned amenities. Therefore, no impacts will result and no mitigation is required.

3.16.2 MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

3.17 TRANSPORTATION

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • Less than Significant Impact.

Construction and operational traffic was quantified as part of this analysis. Construction traffic was estimated as part of the CalEEMod. Operational traffic was quantified in a separate Traffic Impact Analysis that was prepared for the proposed project. As indicated in the CalEEMod, the Building Construction phase will result in the greatest number of trips. A total of 65 trips will occur during the Building Construction phase, with 54 trips consisting of worker trips, and 21 trips consisting of vendor (water and cement trucks). Larger construction equipment (dozers, rollers, pavers, cranes, backhoes, etc.) will be transported to the site by larger trucks and will be stored on-site during the construction phase when this equipment is in use. A total of 46 truck trip ends will be required to transport this equipment to the project site during the construction period.

Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, saturation flow rates for lane groups, and other factors were applied in accordance with the City's currently adopted methods for traffic studies. The analysis methodology is based on the City of Garden Grove's traffic study criteria. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Garden Grove recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions.

To determine the above peak-hour intersection LOS values for each intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the volume-to-capacity (V/C) of critical east/west and north/south conflicting movement combinations, which are determined from the

volume and direction of entering traffic, and the capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall V/C of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation. Classifications of the six levels of service for signalized intersections are shown in Table 3-10.⁸¹

**Table 3-10
 Level of Service Definitions**

| Level of Service | V/C Ratio or ICU (signalized) |
|------------------|-------------------------------|
| A | 0.00 – 0.60 |
| B | 0.61 – 0.70 |
| C | 0.71 – 0.80 |
| D | 0.81 – 0.90 |
| E | 0.91 – 1.00 |
| F | 1.01 or greater |

Table 3-11, included on the following page, provides a description of each specific level of service grade (LOS A through LOS F).

**Table 3-11
 Level of Service Description**

| LOS | Description |
|-----|---|
| A | No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation. |
| B | This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles. |
| C | This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. |
| D | This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups. |
| E | Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand. |
| F | This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero. |

⁸¹ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

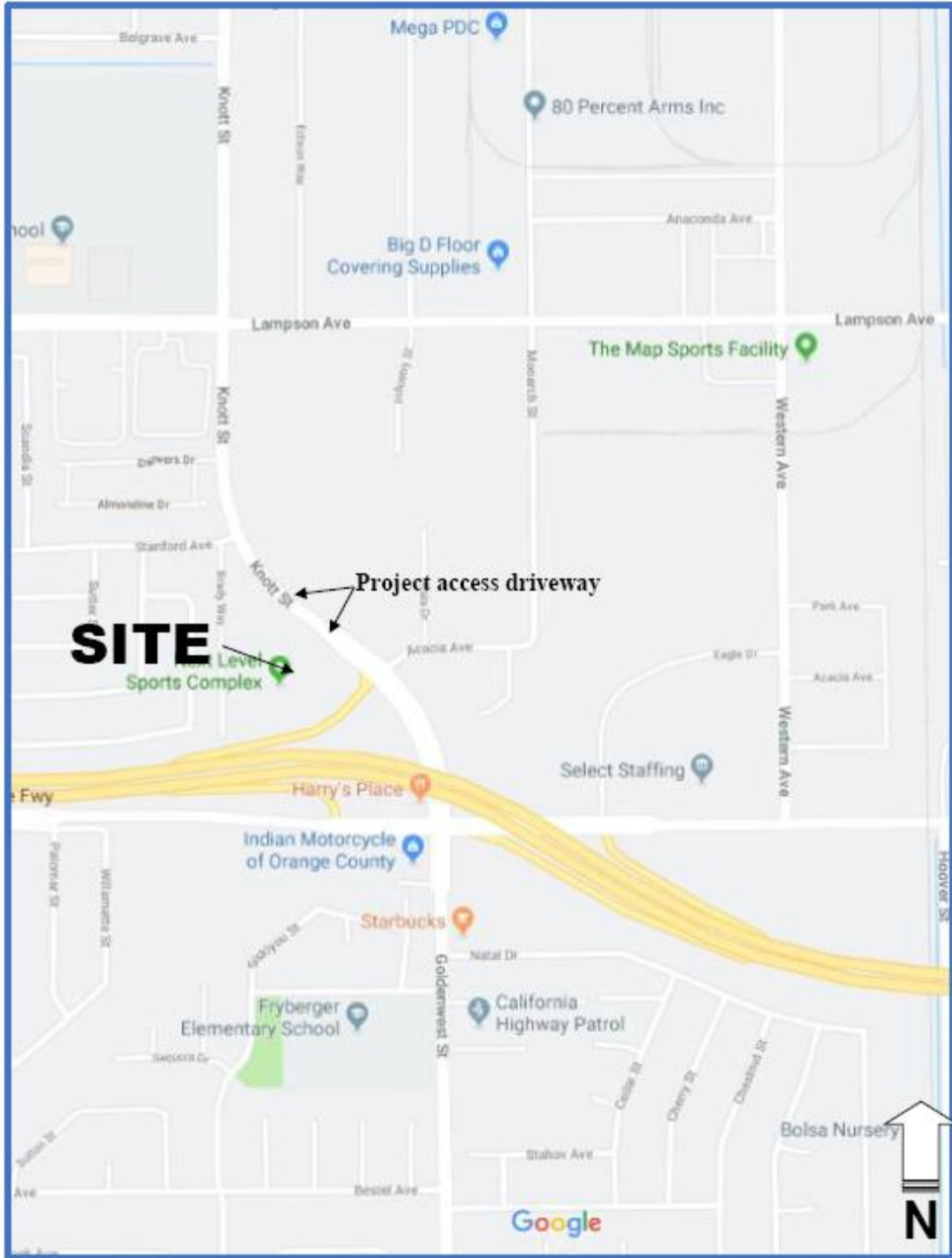


EXHIBIT 3-7 VICINITY MAP

SOURCE: CROWN CITY ENGINEERS, INC.



EXHIBIT 3-8
AERIAL VIEW OF CIRCULATION NETWORK
SOURCE: CROWN CITY ENGINEERS, INC.

In order to assess future operating conditions both with and without the proposed project, existing conditions within the study area were evaluated. Exhibit 3-7, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project. Exhibit 3-8 shows an aerial view of the circulation network. Major east-west regional access to the site is provided by Lampson Avenue, Garden Grove Boulevard and the Garden Grove Freeway (SR-22). Major north-south regional access is provided by Knott Street. The project would provide two access driveways on Knott Street – the northerly driveway will be full-access driveway while the southerly driveway will for right-turn in and right-turn out movements only.

The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.

- *Knott Street.* Knott Street is a north-south major arterial street in the vicinity of the project, with two travel lanes in each direction. Directional travel is separated by striped two-way turn lane along the center as well as raised median islands near the major intersections. The street is approximately 90 feet wide and posted with a speed limit of 40 miles per hour. Most of the key intersections along Knott Street, including the intersections at Garden Grove Boulevard, Stanford Street and Lampson Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is not permitted along the sides of the street.
- *Lampson Avenue.* Lampson Avenue is a major east-west arterial street with two travel lanes in each direction. Directional travel is separated by striped two-way turn lanes as well as raised median islands along the center. The street is approximately 60 feet wide and posted with a speed limit of 40 miles per hour. Most of the key intersections along Lampson Avenue are signalized. Parking is permitted along the sides of the street. The average daily volume on Lampson Avenue is approximately 14,460 vehicles per day.
- *Garden Grove Boulevard.* Garden Grove Boulevard is a major east-west arterial street in the project area, with two travel lanes in each direction. Directional travel is separated by striped two-way turn lanes as well as raised median islands along the center. The street is approximately 76 feet wide and posted with a speed limit of 45 miles per hour. Most intersections of Garden Grove Boulevard are signalized. Parking is not permitted along the sides of the street. The average daily volume on Garden Grove Boulevard is approximately 30,580 vehicles per day.⁸²

The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM.⁸³ It was determined that the following key intersections would be analyzed in the study:

- Knott Street and Stanford Avenue (Signalized);
- Knott Street and SR-22 Westbound On-ramp (Signalized);

⁸² Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.

⁸³ Ibid.

- Knott Street and Lampson Avenue (Signalized);
- Knott Street and Garden Grove Boulevard (Signalized);
- Garden Grove Boulevard and SR-22 Westbound Off-ramp (Signalized);
- Garden Grove Boulevard and SR-22 Eastbound Off-ramp (Signalized);
- Knott Street and Northerly Project Driveway (Unsignalized); and,
- Knott Street and Southerly Project Driveway (Unsignalized).⁸⁴

These intersections have been selected to study project’s potential impacts based on estimated contribution of traffic from project within a two-mile radius of the site. Existing lane configurations at the key intersections are shown in Exhibit 3-9. Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-10. Detailed turning movement counts are included in the Technical Appendix of the Traffic Study. Year 2019 existing traffic conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections with partial jurisdiction of State highways. Table 3-12 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of the Traffic Study. Based on the results of this analysis, except for the intersection of Knott Street and Garden Grove Boulevard, all of the study intersections are operating at an acceptable LOS D or better during the AM and PM peak hours, as shown in Table 3-12.

**Table 3-12
 Existing Conditions (2019) Level of Service Summary**

| Intersection | Peak Hour | Existing Conditions | |
|--|-----------|------------------------|--------------------------|
| | | Level of Service (LOS) | Volume to Capacity (V/C) |
| 1. Knott Street and Stanford Avenue (signalized) | AM | A | 0.558 |
| | PM | A | 0.486 |
| 2. Knott Street and SR-22 W/B On-Ramp (signalized) | AM | B | 11.6 |
| | PM | B | 13.6 |
| 3. Knott Street and Lampson Avenue (signalized) | AM | C | 0.766 |
| | PM | C | 0.732 |
| 4. Knott Street and Garden Grove Boulevard (signalized) | AM | F | 83.7 |
| | PM | D | 52.4 |
| 5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized) | AM | B | 10.5 |
| | PM | B | 10.7 |
| 6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized) | AM | C | 26.9 |
| | PM | C | 24.0 |
| 7. Knott Street and Project Driveway – Northerly (un-signalized) | AM | A | 0.589 |
| | PM | A | 0.538 |
| 8. Knott Street and Project Driveway – Southerly (un-signalized) | AM | A | 0.583 |
| | PM | A | 0.532 |

Source: Crown City Engineers, Inc.

⁸⁴ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.

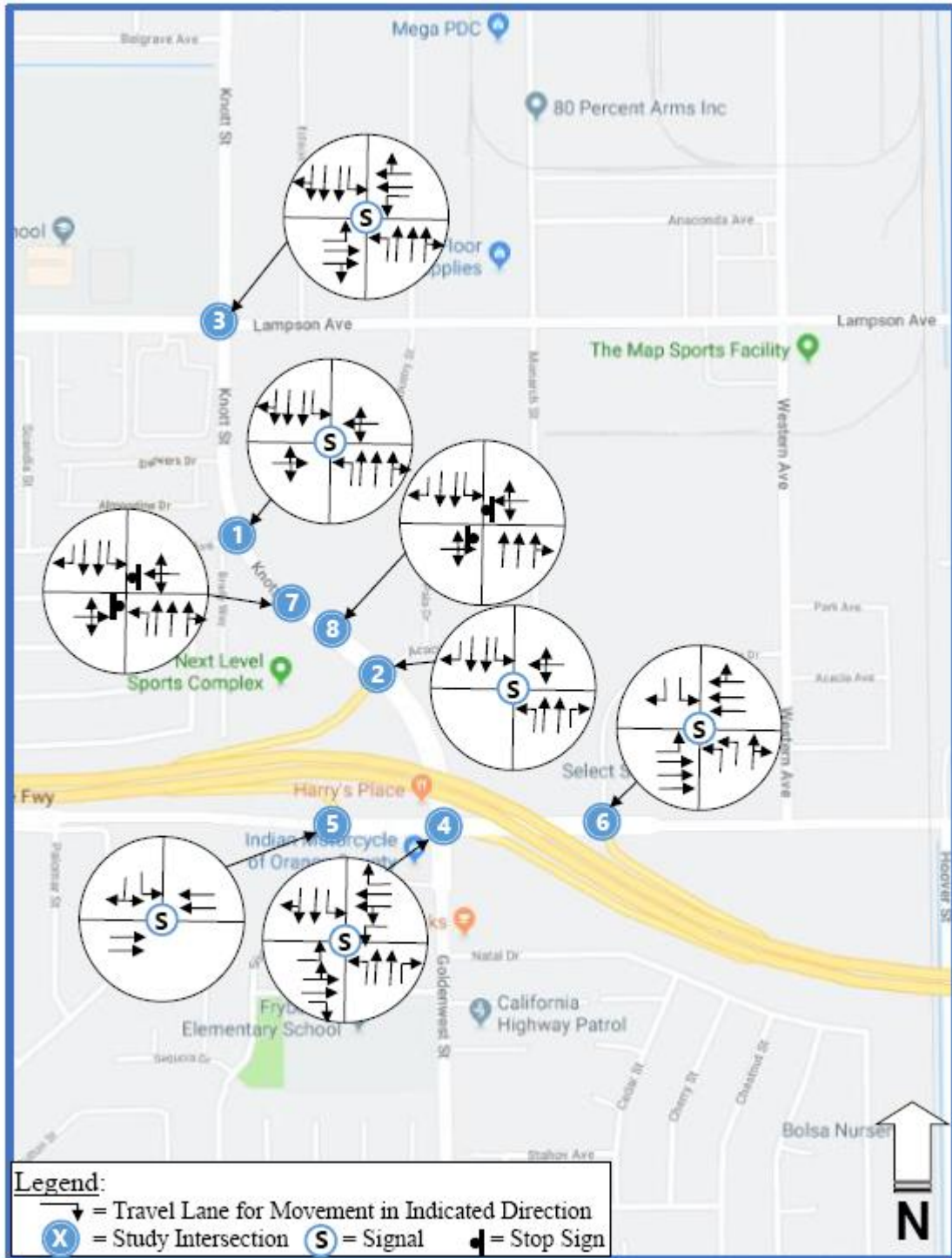


EXHIBIT 3-9 EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

SOURCE: CROWN CITY ENGINEERS, INC.

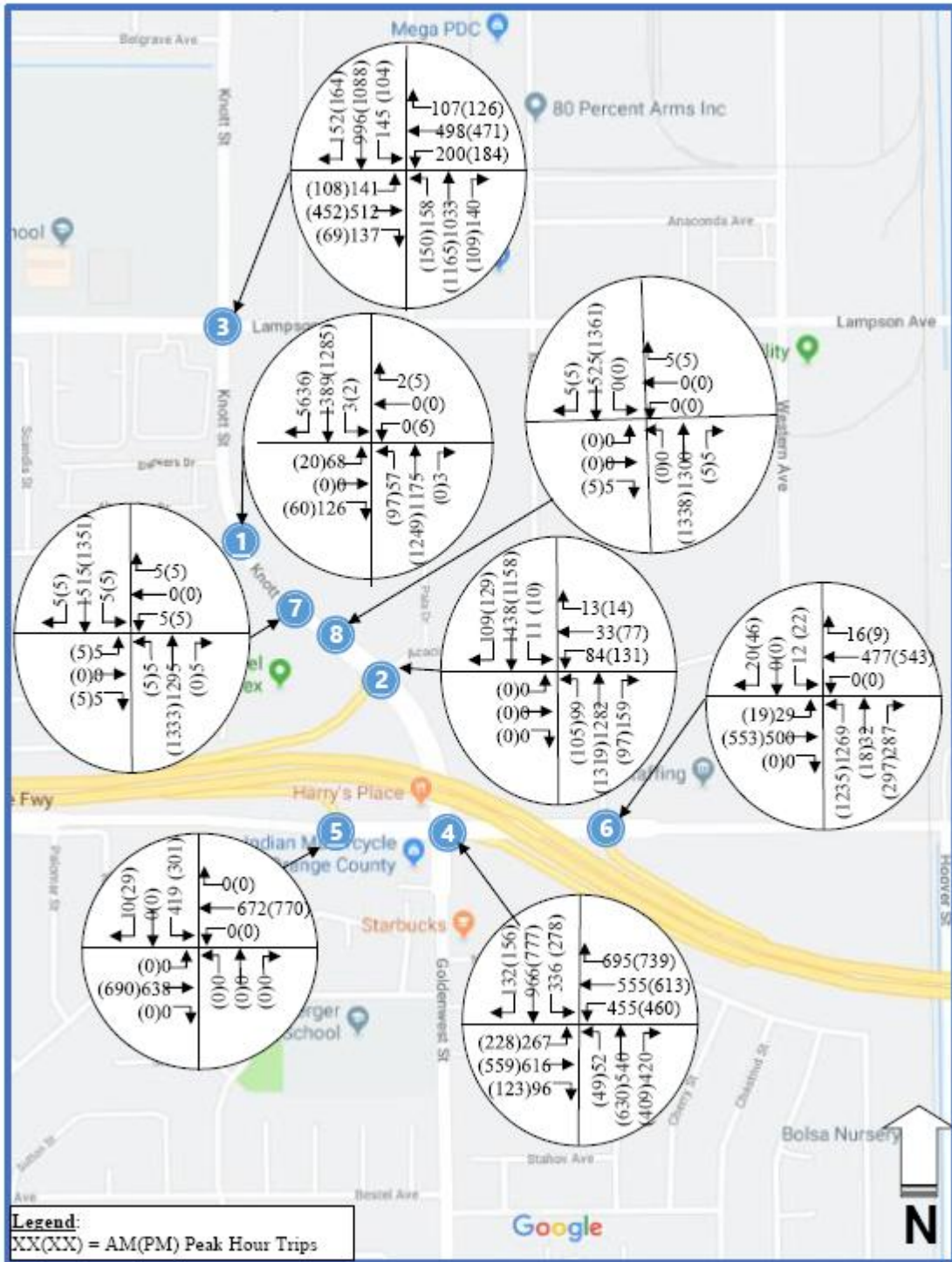


EXHIBIT 3-10
EXISTING 2019 TRAFFIC VOLUMES AT KEY INTERSECTIONS
 SOURCE: CROWN CITY ENGINEERS, INC.

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2021 base condition (i.e., a factor of 1.02 was applied to 2019 volumes to obtain 2021 base traffic volumes due to ambient growth). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. The traffic study indicated there were four (4) related projects listed within a two-mile radius of the project. This list of related projects is now obsolete. Currently, there is one related project identified as a current planning project according to the Planning Department's files. This one related project was proposed following the preparation of the traffic report and consists of a new service (gas) station with a new drive-thru convenience store located at 7051 Garden Grove Boulevard. The new drive-thru convenience store will also possess a Type 20 State Alcoholic Beverage Control (ABC) License. While this related project is located approximately 500 *linear* feet south of the project site, it is separated from the project by the Garden Grove Freeway. The traffic from this related project will not exceed the assumptions included in the traffic study prepared previously.

Trip generation estimates for the related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 10th edition, published by the Institute of Transportation Engineers (ITE). It is estimated that the related projects will generate approximately 680 trips per average day (340 inbound and 340 outbound).⁸⁵ The average weekday net new peak hour trips will be approximately 71 trips during the AM peak hour (39 inbound and 32 outbound), and 63 trips during the PM peak hour (37 inbound and 26 outbound). Exhibit 3-11 also shows related projects' trips distributed at the study intersections. The projected peak hour traffic volumes from these related projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2021 pre-project traffic condition for the AM and PM peak hours. Exhibit 3-12 shows future 2021 pre-project traffic volumes at the study intersections.⁸⁶

This pre-project traffic condition was evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis. For the intersections under the sole jurisdiction of the City of Garden Grove, the Intersection Capacity Utilization (ICU) method of level of service (LOS) was used. The LOS and delay or V/C ratios for the study intersections under 2021 pre-project conditions (without project) are shown in Table 3-13. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. As the results indicate, except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours.

⁸⁵ Table 4 provided in the traffic study includes a summary of trip generation estimates for the related projects.

⁸⁶ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

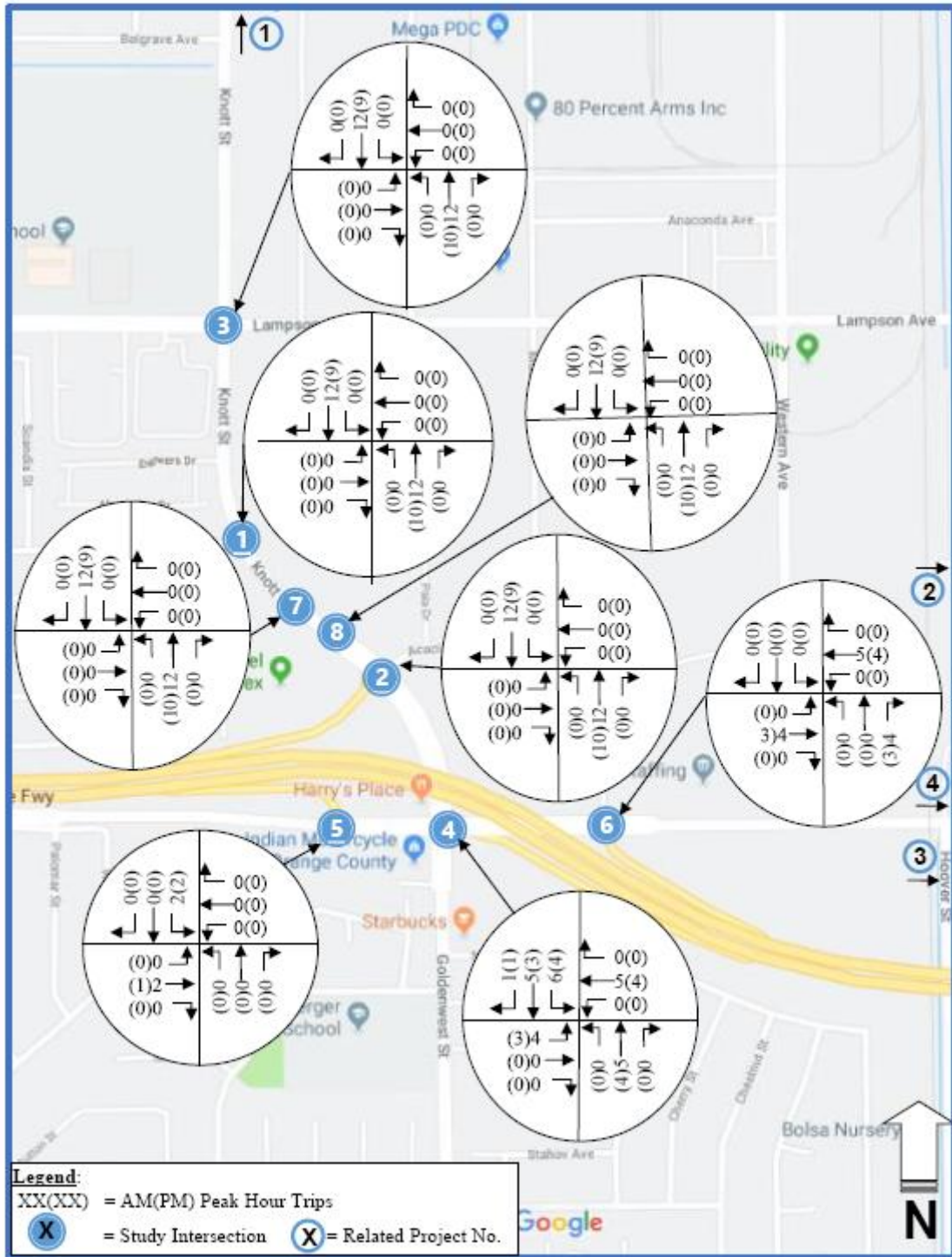


EXHIBIT 3-11
RELATED PROJECT LOCATION AND DISTRIBUTION OF TRIPS
 SOURCE: CROWN CITY ENGINEERS, INC.

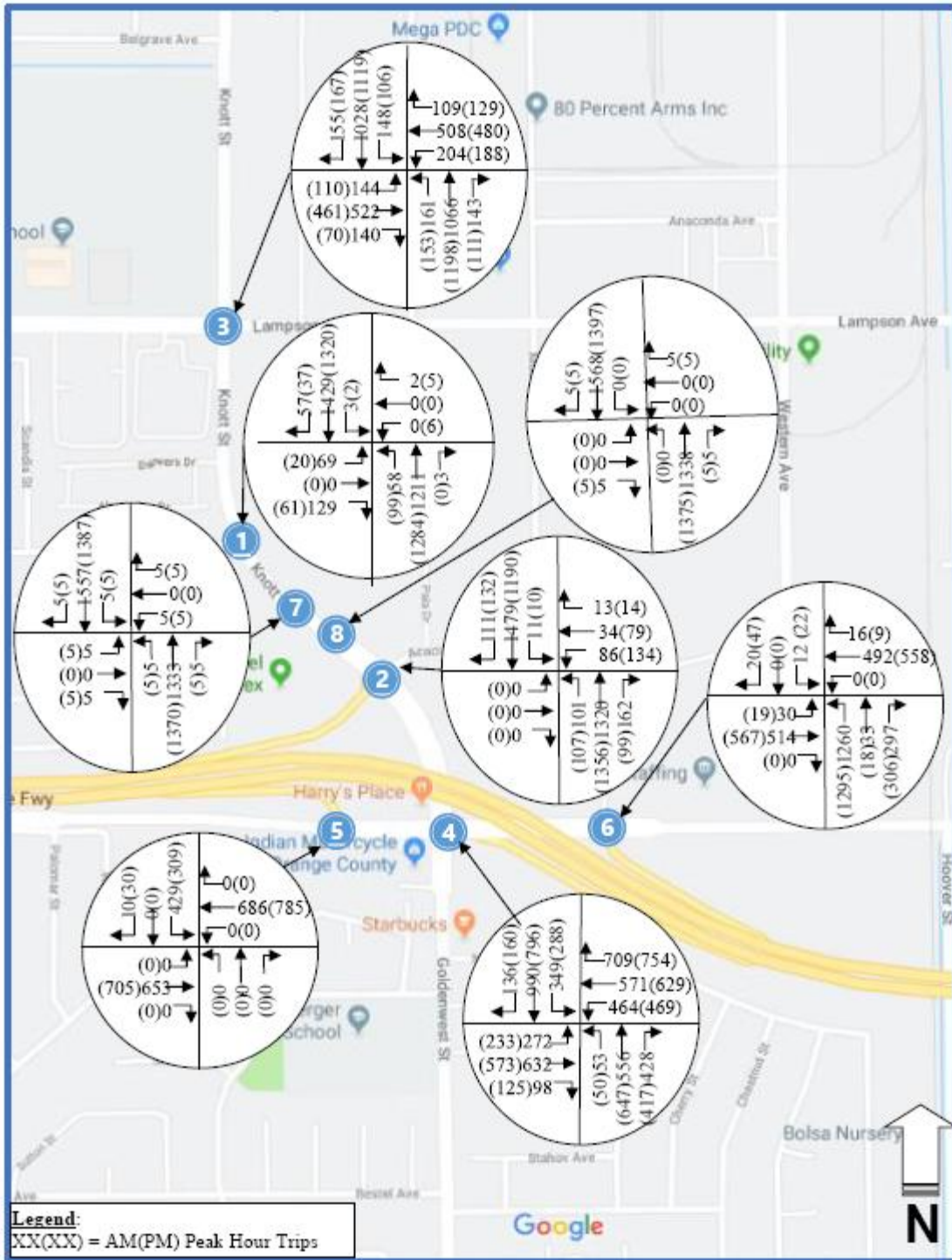


EXHIBIT 3-12
FUTURE 2021 PRE-PROJECT TRAFFIC VOLUMES
 SOURCE: CROWN CITY ENGINEERS, INC.

Table 3-13
2021 Pre-Project Conditions Level of Service Summary

| Intersection | Peak Hour | Existing Conditions | |
|--|-----------|------------------------|--------------------------|
| | | Level of Service (LOS) | Volume to Capacity (V/C) |
| 1. Knott Street and Stanford Avenue (signalized) | AM | A | 0.570 |
| | PM | A | 0.495 |
| 2. Knott Street and SR-22 W/B On-Ramp (signalized) | AM | B | 12.1 |
| | PM | B | 14.1 |
| 3. Knott Street and Lampson Avenue (signalized) | AM | C | 0.782 |
| | PM | C | 0.747 |
| 4. Knott Street and Garden Grove Boulevard (signalized) | AM | F | 84.6 |
| | PM | D | 54.1 |
| 5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized) | AM | B | 11.5 |
| | PM | B | 10.8 |
| 6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized) | AM | C | 27.6 |
| | PM | C | 24.3 |
| 7. Knott Street and Project Driveway – Northerly (un-signalized) | AM | A | 0.603 |
| | PM | A | 0.549 |
| 8. Knott Street and Project Driveway – Southerly (un-signalized) | AM | A | 0.596 |
| | PM | A | 0.543 |

Source: Crown City Engineers, Inc.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in “Trip Generation” manual, 10th edition, published by the Institute of Transportation Engineers (ITE). ITE also provides information on percentage of truck traffic associated with this type of land use. Approximately 20% of all vehicular trips generated by a warehouse are assumed to be truck trips. A truck trip is generally equivalent to 2.5 passenger car trips on an average. Therefore, a 2.5 factor was applied to the number of truck trips to estimate passenger car equivalent (PCE) trips generated by the trucks.⁸⁷

Table 3-14 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 374 net PCE trips per average day (187 inbound and 187 outbound). The average weekday net new peak hour PCE trips will be approximately 36 trips during the AM peak hour (28 inbound and 8 outbound), and 42 trips during the PM peak hour (11 inbound and 31 outbound).⁸⁸

⁸⁷ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

⁸⁸ Ibid.

**Table 3-14
 Project Trip Generation**

| Trip Generation Rates | | | | | | | | | | |
|---|----------|-------------|------------|-----------------|--------------|----------|--------------|--------------|-----------|-----------|
| ITE Land Use | ITE Code | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | | |
| | | | | In | Out | Total | In | Out | Total | |
| Warehousing | 150 | KSF | 1.74 | 77% | 23% | 0.17 | 27% | 73% | 0.19 | |
| Project Trip Generation | | | | | | | | | | |
| Project Land Use | Size | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | | |
| | | | | In | Out | Total | In | Out | Total | |
| Warehousing | 165,171 | KSF | 288 | 22 | 6 | 28 | 8 | 23 | 31 | |
| Car | | | 230 | 18 | 5 | 23 | 6 | 18 | 24 | |
| 2/3/4-Axle Trucks | | | 58 | 4 | 1 | 5 | 2 | 5 | 7 | |
| Project Trips – Passenger Car Equivalent (PCE) | | | | | | | | | | |
| Vehicle Mix | Trip % | Daily Total | PCE Factor | Daily Total PCE | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| Car | 80% | 230 | 1.00 | 230 | 18 | 5 | 23 | 6 | 18 | 24 |
| 2/3/4-Axle Trucks | 20% | 58 | 2.5 | 144 | 10 | 3 | 13 | 5 | 13 | 18 |
| Total Trips in PCE | | | | 374 | 28 | 8 | 36 | 11 | 31 | 42 |

Source: Crown City Engineers

The 2021 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2021 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. Exhibit 3-13 shows Year 2021 post-project cumulative volumes for AM and PM peak hours. Year 2021 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the 2010 Highway Capacity Manual (HCM) operational delay method of level of service (LOS) analysis for signalized intersections. For the intersections under the sole jurisdiction of the City of Garden Grove, the Intersection Capacity Utilization (ICU) method of level of service (LOS) was used.⁸⁹

The LOS and delay or V/C ratios for the study intersections under 2021 post-project cumulative conditions (with project) are summarized in Table 3-15. Detailed calculations relating to the study intersections, performed with Synchro traffic analysis software, or using Intersection Capacity Utilization (ICU) methodology, are included in the Technical Appendix of the Traffic Study. The results indicate that, except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under existing plus project traffic conditions.⁹⁰

⁸⁹ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

⁹⁰ Ibid.

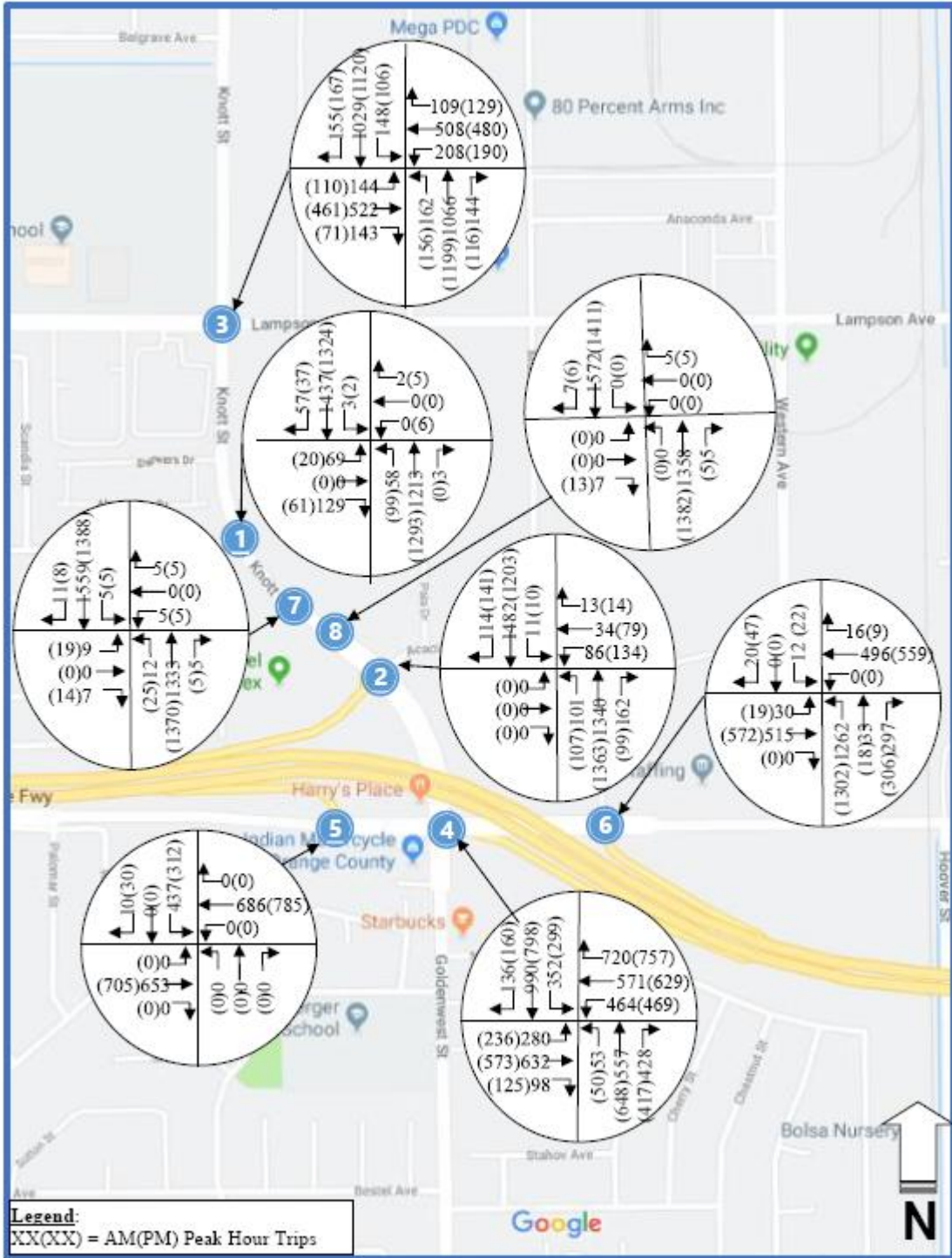


EXHIBIT 3-13
FUTURE 2021 POST-PROJECT CUMULATIVE TRAFFIC
VOLUMES

SOURCE: CROWN CITY ENGINEERS, INC.

**Table 3-15
 Future 2021 Level of Service Summary with Project**

| Intersection | Peak Hour | Existing Conditions | |
|--|-----------|------------------------|--------------------------|
| | | Level of Service (LOS) | Volume to Capacity (V/C) |
| 1. Knott Street and Stanford Avenue (signalized) | AM | A | 0.571 |
| | PM | A | 0.496 |
| 2. Knott Street and SR-22 W/B On-Ramp (signalized) | AM | B | 12.2 |
| | PM | B | 14.3 |
| 3. Knott Street and Lampson Avenue (signalized) | AM | C | 0.786 |
| | PM | C | 0.751 |
| 4. Knott Street and Garden Grove Boulevard (signalized) | AM | F | 84.7 |
| | PM | D | 54.3 |
| 5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized) | AM | B | 11.5 |
| | PM | B | 10.8 |
| 6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized) | AM | C | 27.7 |
| | PM | C | 25.1 |
| 7. Knott Street and Project Driveway – Northerly (un-signalized) | AM | A | 0.613 |
| | PM | A | 0.562 |
| 8. Knott Street and Project Driveway – Southerly (un-signalized) | AM | A | 0.596 |
| | PM | A | 0.549 |

Source: Crown City Engineers, Inc.

As indicated previously, except for the intersection of Knott Street and Garden Grove Boulevard, all of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2021 post-project cumulative traffic volumes with project. The intersection of Knott Street and Garden Grove Boulevard will operate at a deficient LOS F during the AM peak hours. However, the project’s off-site traffic impact would not be considered significant at any of the study intersections based on operational delay (or V/C ratio) and level of service expected after the project.⁹¹

A project’s traffic impact is determined to be significant if the project generated traffic volume causes the intersection to deteriorate to LOS E and F. The intersection of Knott Street and Garden Grove Boulevard operates at a deficient LOS F during the AM peak hours under existing 2019 as well as 2021 pre-project traffic conditions. The project’s off-site traffic impact would not be considered significant at any of these intersections based on delay and level of service expected after the project.⁹²

⁹¹ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

⁹² Ibid.

Using the Intersection Capacity Utilization (ICU) method, a project’s traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F. The results of future traffic (with and without Project) scenarios’ LOS analysis have been summarized in Table 3-16 to compare Project’s traffic impact at key intersections.

**Table 3-16
 Future 2021 Level of Service Summary with and without Project**

| Intersection | Peak Hour | Future 2021 Conditions | | |
|--|-----------|--------------------------------|-----------------------------|----------|
| | | Without Project (Delay or V/C) | With Project (Delay or V/C) | Increase |
| 1. Knott Street and Stanford Avenue (signalized) | AM | 0.570 | 0.571 | 0.001 |
| | PM | 0.495 | 0.496 | 0.001 |
| 2. Knott Street and SR-22 W/B On-Ramp (signalized) | AM | 12.1 sec. | 12.2 sec. | 0.1 sec. |
| | PM | 14.1 sec. | 14.3 sec. | 0.2 sec. |
| 3. Knott Street and Lampson Avenue (signalized) | AM | 0.782 | 0.786 | 0.004 |
| | PM | 0.747 | 0.751 | 0.004 |
| 4. Knott Street and Garden Grove Boulevard (signalized) | AM | 84.6 sec. | 84.7 sec. | 0.1 sec. |
| | PM | 54.1 sec. | 54.3 sec. | 0.2 sec. |
| 5. Garden Grove Boulevard and SR-22 E/B Off-Ramp (signalized) | AM | 11.5 sec. | 11.5 sec. | 0.0 sec. |
| | PM | 10.8 sec. | 10.8 sec. | 0.0 sec. |
| 6. Garden Grove Boulevard and SR-22 W/B Off-Ramp (signalized) | AM | 27.6 sec. | 27.7 sec. | 0.1 sec. |
| | PM | 24.3 sec. | 25.1 sec. | 0.8 sec. |
| 7. Knott Street and Project Driveway – Northerly (un-signalized) | AM | 0.603 | 0.613 | 0.010 |
| | PM | 0.549 | 0.562 | 0.013 |
| 8. Knott Street and Project Driveway – Southerly (un-signalized) | AM | 0.596 | 0.596 | 0.000 |
| | PM | 0.543 | 0.549 | 0.006 |

Source: Crown City Engineers, Inc.

As shown in Table 3-16, the project traffic would not cause any of the study intersections to deteriorate to LOS E or F and would not exceed the significance thresholds of project-related impacts. Since the project’s traffic impacts would not be significant at any of the off-site intersections, no off-site intersection mitigation measures would be necessary for the development of this project.⁹³

B. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant Impact.

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-

⁹³ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California.* October 8, 2019.

half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project site compared to existing conditions should be considered to have a less than significant transportation impact.

The project's implementation will have less than significant impacts since the proposed project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact.

The project will provide two access driveways to surface parking area off Knott Street. The existing northerly driveway is 40 feet wide and will provide ingress and egress for both passenger cars and trucks with one lane in each direction. The existing southerly driveway is 26 feet wide and will provide ingress and egress for both passenger cars only with 1 lane in each direction. However, this driveway will be restricted for right-turn-in and right-turn out only movements. Both of these driveways will be Stop-controlled for exit on to Knott Street. Exhibit 3-14 shows project traffic volumes at the driveways. The anticipated driveway movements are summarized below:

- A maximum of 20 vehicles will enter the northerly driveway from the south by making a left-turn movement during the peak hour.
- A maximum of 15 vehicles will exit the site during the peak hour through this driveway to travel north by making a left-turn movement.
- A maximum of 6 vehicles will enter the northerly driveway from north by making a right-turn movement during the peak hour.
- A maximum of 14 vehicles will exit the site during the peak hour through this driveway to travel south by making a right-turn movement.
- A maximum of 2 vehicles will enter the southerly driveway from north by making a right-turn movement during the peak hour.

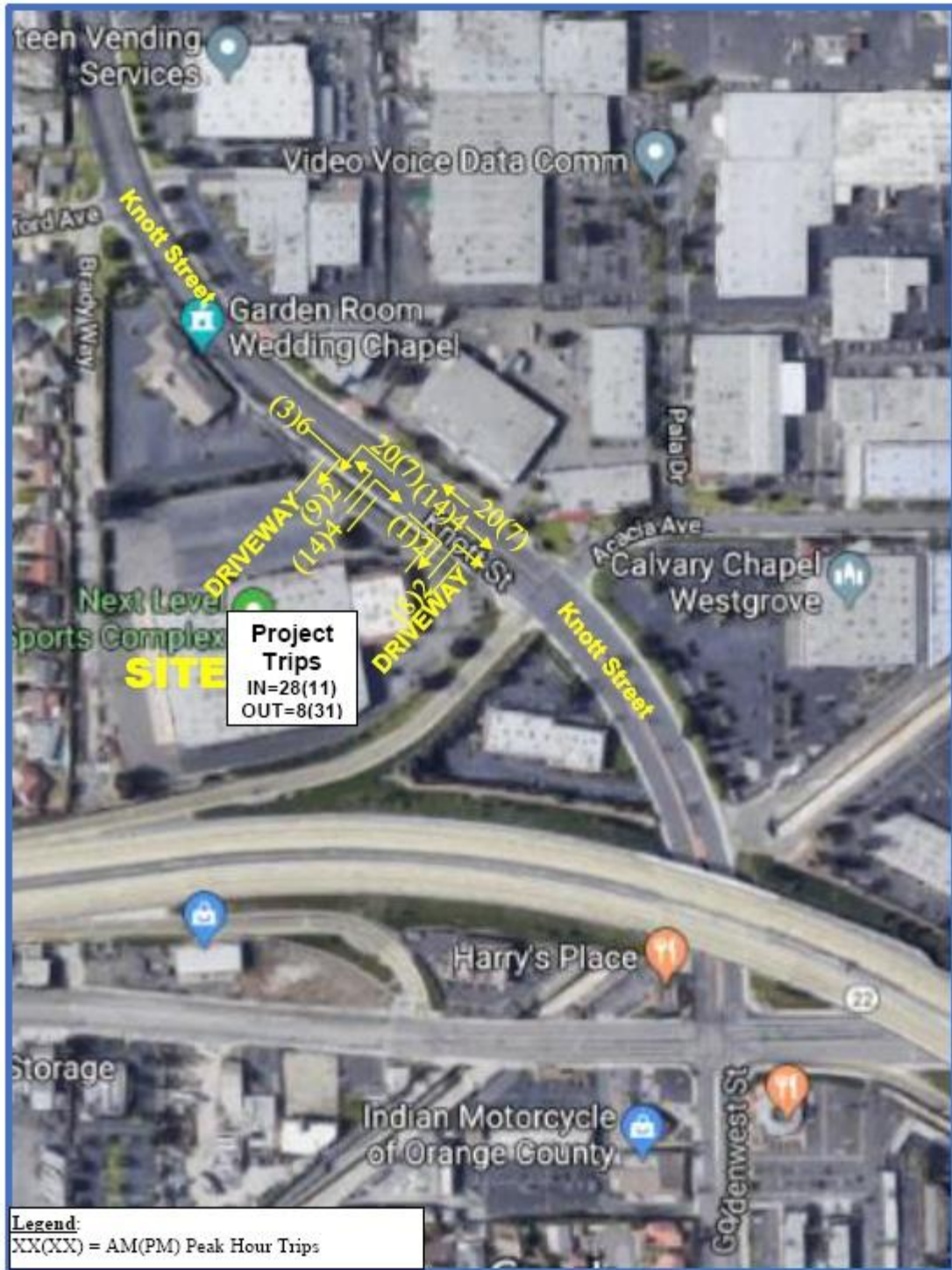


EXHIBIT 3-14 PROJECT TRAFFIC AT DRIVEWAYS

SOURCE: CROWN CITY ENGINEERS, INC.

- A maximum of 8 vehicles will exit the site during the peak hour through this driveway to travel south by making a right-turn movement.⁹⁴

The low turn volume at the driveways is not expected to cause any queuing at the driveways. Adequate sight distance is available from the driveways along the north and south directions on Knott Street. The southerly driveway on Knott Street should be striped for right turn in and out movement only, with a right-arrow pavement marking. A right-turn arrow sign along with a Stop sign should also be posted at this driveway for exiting vehicles.⁹⁵

Adequate parking spaces will be provided on-site for the proposed 12821 Knott Street Warehouse project in accordance with the parking code requirements of the City of Garden Grove. The City's parking codes require 1 space for each one thousand square feet of warehouse uses. Accordingly, for the proposed 165,171 gross square feet warehouse project, the required space would be a total of 166. The project's site plan indicates that the surface parking will consist of 181 parking spaces. The 181 parking spaces will adequately satisfy project's parking requirement of 166 spaces per parking code of the City. Of the total, 4 parking spaces will be ADA compliant and 17 spaces will be designated for electrical vehicle charging and parking purposes.

Based on the results of the traffic impact analysis, the proposed 12821 Knott Street Warehouse project would not significantly impact any of the key intersections analyzed in the surrounding roadway system. Except for the intersection of Knott Street and Garden Grove Boulevard, all the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Knott Street and Garden Grove Boulevard will operate at a deficient LOS F during the AM peak hours. However, the project's off-site traffic impact would not be considered significant at any of the study intersections based on increase in operational delay (or V/C ratio) and level of service expected after the project. Therefore, no off-site intersection mitigation measures would be necessary for the development of this project.

D. Would the project result in inadequate emergency access? • No Impact.

At no time will Knott Street be completely closed to traffic. All construction staging and queuing will occur on-site. Once occupied, trucks travelling to the site will have adequate maneuvering space to execute turns and backup into the loading spaces. Therefore, trucks will not have to compensate for a lack of maneuvering space by staging and queuing on the adjacent streets. As a result, no impacts will occur.

3.17.2 MITIGATION MEASURES

The traffic impact analysis that was prepared for the proposed project indicated that the proposed project's implementation would not require any mitigation.

⁹⁴ Crown City Engineers, Inc. *Traffic Impact Study [for the] Industrial Warehouse Development, 12821 Knott Street, Garden Grove, California*. October 8, 2019.

⁹⁵ Ibid.

3.18 TRIBAL CULTURAL RESOURCES

3.18.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Less than Significant Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The project site is located within the cultural area that was formerly occupied by the Soboba Band of Luiseno Indians as well as the Gabrieleño-Kizh. The project Applicant will be required to adhere to the mitigation presented in Section 3.5.2.B. As a result, the proposed project’s potential impacts are considered to be at a less than significant level.

3.18.2 MITIGATION MEASURES

Please refer to Mitigation Measure No.1 identified in Section 3.5.

3.19 UTILITIES & SERVICE SYSTEMS

3.19.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.

The project site is presently developed with an existing warehouse. Nevertheless, there are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the proposed project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections for further analysis). As a result, the potential impacts are considered to be less than significant.

B. Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact.

As stated in the City's 2015 Urban Water Management Plan, groundwater is pumped from 11 active wells located throughout the City. Municipal Water District of Orange County (MWDOC) wholesales imported water to the City through four imported water connections. MWDOC treats water supplied to the City at the Diemer Filtration Plant in northern Orange County. The City's water distribution system is connected to MWDOC transmission mains at four locations along the northern and eastern sides of the City.

The City also operates eight storage and distribution reservoirs at five sites with a combined capacity of 53 million gallons (MG). The storage volume is the equivalent of more than two days average use and is more than adequate for peaking demands and firefighting needs. The storage system is supported with 17 booster pumps located at the reservoir sites. The booster pumps have a total capacity of 46,600 gallons per minute (gpm), which is more than enough to keep the system pressurized under peak flow conditions. The City also maintains nine emergency interconnections with neighboring water systems. The City's distribution system pressures are managed to ensure that water pressure is within acceptable ranges for both domestic use and fire flow demands. Peak demands can be met with combinations of increased pressure rates and water from storage tanks.

According to the City’s 2015 Urban Water Management Plan, the City will have an adequate of water to serve both the proposed project and the City through the year 2040 under normal, dry, and multiple dry year scenarios.⁹⁶ Table 3-17 depicts the proposed project’s future water consumption. Once occupied, the increase in water consumption will be 3,946 gallons per day.

**Table 3-17
 Water Consumption (gals/day)**

| Use | Unit | Factor | Generation |
|--------------------|----------------|------------------------------|----------------|
| Existing Facility | 119,836 sq.ft. | 24 gallons/1,000 sq. ft./day | 2,876 gals/day |
| Proposed Warehouse | 44,585 sq.ft. | 24 gallons/1,000 sq. ft./day | 1,070 gals/day |
| Net Change | 164,421 sq.ft. | | 3,946 gals/day |

Source: City of Los Angeles CEQA Thresholds Guide

The proposed project will connect to an existing water line located along Knott Street. The existing water supply facilities and infrastructure will be able accommodate this additional demand. This conclusion is supported by the City’s Public Works Department, which has reviewed the proposed project and deemed that the existing facilities and infrastructure were adequate to accommodate the proposed project. In addition, the proposed project will be constructed in compliance with the 2019 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations) depending on when the application was filed. More specifically, the proposed project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required.

C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? • Less than Significant Impact.

The City of Garden Grove’s sewer system operates entirely using gravity flow and the effluent is conveyed to one of several of Orange County Sanitation District’s (OCSD) sewer trunk lines.⁹⁷ The Orange County Sanitation District (OCSD) is responsible for safely collecting, treating, and disposing the wastewater generated by 2.5 million people living in a 479 square-mile area of central and northwest Orange County. The OCSD’s system includes approximately 580 miles of sewer lines and two treatment plants located in the Cities of Fountain Valley and Huntington Beach. Through these facilities, OCSD collects, conveys, treats, and/or reclaims approximately 230 million gallons of wastewater generated daily in its service area.

Wastewater from the City’s local conveyance system is then conveyed to the OCSD trunk sewers and treated at the OCSD Plant No. 2 located in Huntington Beach. The OCSD Revenue Area 3 serves the City of Buena Park, La Habra, Garden Grove, Anaheim, Cypress, La Palma, Stanton, Los Alamitos, Westminster, and Fountain Valley. All sewage flow from Revenue Area 3 is collected and treated at

⁹⁶ Arcadis. 2015 Urban Water Management Plan. Report dated June 2016.

⁹⁷ City of Garden Grove. City of Garden Grove General Plan, Chapter 6 Infrastructure Element. <http://www.ci.garden-grove.ca.us/>. Website accessed on July 19, 2019.

Treatment Plant No. 2, which is located at 22212 Brookhurst Street, Huntington Beach.⁹⁸ Treatment Plant No. 2 currently processes an average of 65 million gallons of water per day.⁹⁹

As indicated in Table 3-18, the proposed project is projected to generate 3,287 gallons of effluent on a daily basis, which is well under the capacity of the aforementioned WRPs.

**Table 3-18
 Wastewater (Effluent) Generation (gals/day)**

| Use | Unit | Factor | Generation |
|--------------------|----------------|------------------------------|----------------|
| Existing Facility | 119,836 sq.ft. | 20 gallons/1,000 sq. ft./day | 2,396 gals/day |
| Proposed Warehouse | 44,585 sq.ft. | 20 gallons/1,000 sq. ft./day | 891 gals/day |
| Net Change | 164,421 sq.ft. | | 3,287 gals/day |

Source: City of Los Angeles CEQA Thresholds Guide

The proposed project will connect to an existing sewer line located along Knott Street. The existing sewer lines have sufficient capacity to accommodate the projected flows of approximately 3,287 additional gallons a day, and adequate sewage collection and treatment are currently available. As a result, the potential impacts are less than significant.

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? • Less than Significant Impact.

The City’s waste management is under the jurisdiction of the Garden Grove Sanitary District (GGSD), who contracts collection and disposal services with Republic Services. Waste collected in Orange County is disposed of either at the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, or the Prima Deshecha Landfill in San Juan Capistrano. Frank R. Bowerman Landfill is currently permitted for 11,500 tons per day (TPD) maximum with an 8,500 TPD annual average. The aforementioned landfill has enough projected capacity to serve residents and businesses until approximately 2053.¹⁰⁰ The Olinda Alpha Landfill has enough projected capacity to serve residents and businesses until 2030. This landfill has an average disposal rate of nearly 7,000 tons per day (TPD), although the aforementioned landfill is permitted up to 8,000 TPD.¹⁰¹ Meanwhile, the Prima Deshecha Landfill averages approximately 1,400 tons per day, with a daily maximum permitted tonnage of 4,000.¹⁰² As indicated in Table 3-19, the future daily solid waste generation is projected to be 1,464 pounds per day, which is an increase of 580 pounds per day. The amount of solid waste produced by the project will not exceed the capacities identified above for the three landfills.

⁹⁸ City of Garden Grove. *City of Garden Grove General Plan, Chapter 6 Infrastructure Element*. <http://www.ci.garden-grove.ca.us/>. Website accessed on July 19, 2019.

⁹⁹ Orange County Sanitation District. *Regional Sewer Service – Facts and Key Statistics*. <https://www.ocsd.com/services/regional-sewer-service>

¹⁰⁰ County of Orange Waste and Recycling. *Frank R. Bowerman Landfill*. <http://www.oilandfills.com/landfill/active/bowerman>

¹⁰¹ County of Orange Waste and Recycling. *Olinda Alpha Landfill*. <http://www.oilandfills.com/landfill/active/olindalandfill>

¹⁰² County of Orange Waste and Recycling. *Prima Deshecha Landfill*. <http://www.oilandfills.com/landfill/active/deshecha>

**Table 3-19
 Solid Waste Generation (lbs/day)**

| Use | Unit | Factor | Generation |
|--------------------|---------------|-----------------------|---------------|
| Existing Facility | 99 employees | 8.93 lbs/day/employee | 884 lbs /day |
| Proposed Warehouse | 164 employees | 8.93 lbs/day/employee | 1,464 lbs/day |
| Net Change | 65 employees | | 580 lbs /day |

Source: City of Los Angeles.

The waste materials that will be transported off-site during the proposed project’s operation will be adequately handled by the existing facilities. Furthermore, this generation rate represents a small proportion of the total waste generated citywide. As a result, the impacts are expected to be less than significant.

E. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.

The proposed project, like all other development in Garden Grove, will be required to adhere to Federal, State, and local regulations with respect to waste reduction and recycling. Additionally, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacities of the existing landfills that service the project site. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

3.19.3 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

3.20.1 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.

The proposed project site is located within an urbanized area and currently is developed with an existing warehouse. No areas containing natural vegetation are located on or near the project site. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

- 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? • Less than Significant Impact.*

The project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones (the site is located ten miles west of the Santa Ana Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

- 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? • Less than Significant Impact.*

The proposed project will include the installation of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface and connected to existing utility lines in the public right of way under Knott Street. As a result, the potential impacts are considered to be less than significant.

- D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the project site or the surrounding area given the project site's significant distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and are covered over in pavement and concrete. Therefore, the proposed project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no will occur.

3.20.2 MITIGATION MEASURES

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *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 periods of California history or prehistory? • Less than Significant Impact.*

The proposed project will not have the potential to degrade the quality of the environment since the proposed project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat would result with the implementation of the proposed project. Furthermore, the best management practices identified in the WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection. Lastly, the proposed project will include energy and water efficient appliances and fixtures.

- *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.*

The cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD. The cumulative air quality emissions were derived by running the CalEEMod for the proposed project as well as for the related projects identified in the traffic study. Furthermore, the proposed project would also rely on and can be accommodated by the existing road system, public services, and utilities. Lastly, the proposed project would not result in or contribute to a significant biological or cultural impact.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? • Less than Significant Impact with Mitigation.*

Daytime and nighttime light and glare from the proposed project would not contribute any significant impacts since the proposed project must comply with the City's lighting standards in the municipal code. The project's operational air quality impacts would be less than significant. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential air quality impacts to levels that are less than significant. The implementation of Mitigation Measure No. 1 will ensure no impacts to tribal cultural resources occur during the project's construction. Adherence to the construction noise mitigation provided in the preceding analysis would prevent the exposure of sensitive receptors to

excess noise. Lastly, the addition of the proposed project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant with adherence to the required mitigation measures.



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SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have a significant effect on the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

4.2 MITIGATION MONITORING & REPORTING PROGRAM

4.2.1. OVERVIEW OF THE PROJECT

The proposed project involves the addition to an existing warehouse building in the City of Garden Grove. The project site is currently developed with an existing warehouse building with a total floor area of 119,836 square feet. Of the existing floor area, 20,000 square feet is a two-story office. This existing building will remain. The proposed improvements will involve the construction of a building addition on the north side of the existing warehouse. The proposed building addition will have a total floor area of 45,335 square feet, which will bring the total floor area of the main building to 165,171 square feet. In addition, the proposed project will have a total of 168 parking stalls, which exceeds the City's off-site parking requirement of 166 parking stalls. The proposed project will also provide 32 truck loading and parking spaces. Access to the project site will be provided by two existing driveway connections located along the west side of Knott Street.

4.2.2. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4.2.3. MITIGATION MEASURES

Mitigation Measure No. 1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

Mitigation Measure No. 2 (Energy). The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.

Mitigation Measure No. 3 (Energy). The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.

Mitigation Measure No. 4 (Energy). The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.

Mitigation Measure No. 5 (Energy). The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.

Mitigation Measure No. 6 (Energy). The project Applicant must install dock seals to reduce outside air infiltration.

Mitigation Measure No. 7 (Noise). The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.

Mitigation Measure No. 8 (Noise). Trucks will only be permitted to access the project site from Knott Avenue.

4.2.4. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4.1 provided on the following pages.

| TABLE 4.1 MITIGATION-MONITORING PROGRAM | | | |
|---|---|---|---------------------------------------|
| Measure | Enforcement Agency | Monitoring Phase | Verification |
| <p>Mitigation Measure No. 1 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.</p> | <p>Planning Department</p> <p>•</p> <p><i>(Applicant is responsible for implementation)</i></p> | <p><i>During project's construction.</i></p> <p>•</p> <p>Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).</p> | <p>Date:</p> <p>Name & Title:</p> |
| <p>Mitigation Measure No. 2 (Energy). The future tenant must implement a routine lighting maintenance schedule, including cleaning fixtures to reduce degradation of lighting quality.</p> | <p>Planning Department</p> <p>•</p> <p><i>(Applicant is responsible for implementation)</i></p> | <p><i>Prior to the issuance of a Certificate of Occupancy.</i></p> <p>•</p> <p>Mitigation to continue over the project's operational life.</p> | <p>Date:</p> <p>Name & Title:</p> |
| <p>Mitigation Measure No. 3 (Energy). The future tenant must implement a lighting schedule in order to reduce wasteful consumption of energy related to lighting.</p> | <p>Planning Department</p> <p>•</p> <p><i>(Applicant is responsible for implementation)</i></p> | <p><i>Prior to the issuance of a Certificate of Occupancy.</i></p> <p>•</p> <p>Mitigation to continue over the project's operational life.</p> | <p>Date:</p> <p>Name & Title:</p> |
| <p>Mitigation Measure No. 4 (Energy). The future tenant must ensure any exhaust fans are shut off when the building is unoccupied.</p> | <p>Planning Department</p> <p>•</p> <p><i>(Applicant is responsible for implementation)</i></p> | <p><i>Over the project's operational life.</i></p> <p>•</p> <p>Mitigation to continue over the project's operational life.</p> | <p>Date:</p> <p>Name & Title:</p> |
| <p>Mitigation Measure No. 5 (Energy). The project Applicant must install occupancy sensors to limit illumination of unoccupied areas.</p> | <p>Planning Department</p> <p>•</p> <p><i>(Applicant is responsible for implementation)</i></p> | <p><i>Prior to the issuance of a Certificate of Occupancy.</i></p> <p>•</p> <p>Mitigation to continue over the project's operational life.</p> | <p>Date:</p> <p>Name & Title:</p> |

**TABLE 4.1
 MITIGATION-MONITORING PROGRAM**

| | | | |
|--|--|--|---|
| <p>Mitigation Measure No. 6 (Energy). The project Applicant must install dock seals to reduce outside air infiltration.</p> | <p>Planning Department • <i>(Applicant is responsible for implementation)</i></p> | <p><i>Prior to the issuance of a Certificate of Occupancy.</i> • Mitigation to continue over the project's operational life.</p> | <p>Date: Name & Title:</p> |
| <p>Mitigation Measure No. 7 (Noise). The City Inspector shall ensure that the contractors use construction equipment that includes working mufflers and other sound suppression mechanisms as a means to reduce machinery noise. The Inspector must inspect the equipment prior to the start of the demolition phase.</p> | <p>Planning Department and Code Enforcement Officer • <i>(Applicant is responsible for implementation)</i></p> | <p><i>Prior to the issuance of a grading permit.</i> • Mitigation ends when construction is completed.</p> | <p>Date: Name & Title:</p> |
| <p>Mitigation Measure No. 8 (Noise). Trucks will only be permitted to access the project site from Knott Avenue.</p> | <p>Planning Department and Code Enforcement Officer • <i>(Applicant is responsible for implementation)</i></p> | <p><i>Over the life of the project.</i> • Mitigation to continue over the project's operational lifetime.</p> | <p>Date: Name & Title:</p> |



SECTION 5 REFERENCES

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APPENDICES

PROVIDED UNDER A SEPARATE COVER

- APPENDIX A – PHOTOMETRIC PLAN**
- APPENDIX B – AIR QUALITY WORKSHEETS**
- APPENDIX C – NOISE WORKSHEETS**
- APPENDIX D – TRAFFIC STUDY**

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