BROOKHURST AND CENTRAL TOWNHOME PROJECT

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Lead Agency:

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

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November 2023

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GARDEN GROVE

MITIGATED NEGATIVE DECLARATION

Title of Project (including any commonly used name for the project): Brookhurst and Central Townhome Project (herein referred to as the "proposed project")

Brief Description of Project: The proposed pProject involves developing a 1.22-acre site with 30 residential townhomes within 3-story buildings with a maximum height of 35 feet. The proposed townhomes would be for-sale townhomes, with 10 percent of the units being restricted to moderate income buyers. The project includes a total of 64 parking spaces in the form of a two-car garage for each townhome and four open parking spaces, a 4,322 square foot central active open space area, and 9,578 square feet open space landscape area. The existing site improvements will be demolished to facilitate the proposed development.

The project includes a General Plan Amendment to change the land use designation of the site from Light Commercial (LC) and Low Medium Density Residential (LMR) to Medium Density Residential (MDR) that allows between 21.1 to 32 dwelling units per acre; a zoning designation amendment to change the zoning of the site from Neighborhood Commercial (C-1) and Limited Multiple Residential Zone (R-2) to Multiple-Family Residential (R-3) that allows up to 32 dwelling units per acre; and a Tentative Tract Map (TTM) for the sale of the townhome units and approval of a Site Plan.

Project Location (see Figures 1 through 3): The project site is located at 13252 Brookhurst Street and 10052 Central Avenue, in the southcentral portion of the City of Garden Grove. The site is approximately 0.27 miles north of State Route 22 (SR-22). The project is located on the southeast corner of the intersection of Brookhurst Street and Central Avenue, both of which provide access to the site. The project site is identified as Assessor Parcel Numbers (APNs): 099-031-01, 099-031-02, 099-331-08, and 099-031-09; and is located within the U.S. Geologic Survey (USGS) Anaheim 7.5 Minute Topographic Quadrangle, and within Section 5, Township 5 South, Range 10 West.

Name of the Project Proponent: Melia Homes

Cortese List: The project does not involve a site located on the Cortese list (per Government Code Section 65962.5(f))

Finding: Pursuant to the California Environmental Quality Act, the City of Garden Grove has determined that the proposed project will not have a significant effect on the environment with implementation of mitigation measures related to archaeological resources, paleontological resources, noise, and tribal cultural resources. The attached initial study documents the reasons supporting this finding.

Mitigation Measures: Refer to Section 4.3, Environmental Checklist Questions: 5.b) archaeological resources, 7.f) paleontological resources, 13.a and 13.b) noise, and 18.b) tribal cultural resources.

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Acronym List

ADA	Americans with Disabilities Act
ADT	Average Daily Trips
AQMP	Air Quality Management Plan
AB	Assembly Bill
AFY	Acre-Feet Yearly
APN	Assessor Parcel Number
BMPs	Best Management Practices
CAA	Clean Air Act
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Garden Grove
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CMU	Concrete Masonry Unit
CO	Carbon Monoxide
CY	Cubic Yards
DAMP	Drainage Area Management Plan
dBA	A-weighted decibel
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GGMC	Garden Grove Municipal Code
GGUSD	Garden Grove Unified School District
GPCD	Gallons per day per capita
GHG	Greenhouse Gas
HVAC	Heating, Ventilation and Air Conditioning

IS/MND	Initial Study/ Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
kBTU	thousand British thermal units
kWh	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LID	Low Impact Development
LOS	Level of Service
LST	Local Significance Thresholds
MBTA	Migratory Bird Treaty Act
MG	Million Gallons
mgd	million gallons per day
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MTCO2e	metric tons carbon dioxide equivalent
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NOx	Nitrous Oxides
OCSD	Orange County Sanitation District
OCFA	Orange County Fire Authority
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
OPR	Governor's Office of Planning and Research
PM	Particulate Matter
PPV	peak particle velocity
PRC	Public Resources Code
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SLF	Sacred Lands File
SOx	Oxides of Sulfur
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminant
TAZ	Traffic Analysis Zone
VdB	velocity in decibels
VMT	Vehicle Miles Traveled
TIA	Traffic Impact Analysis
TTM	Tentative Tract Map
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
UWMP	Urban Water Management Plan
WDRs	Waste Discharge Requirements
WQMP	Water Quality Management Plan

1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

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

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

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed redevelopment of the project site with 30 residential townhomes. As required by CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Garden Grove (City), in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the project.

This Initial Study informs City decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A "significant effect" or "significant impact" on the environment means *"a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project."* (CEQA Guidelines Section15382). Given the project's scope and level of detail, combined with technical analyses and current information about the site and environs, the City's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1).
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (CEQA Guidelines Section 15004[b][3]).
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (CEQA Guidelines Section15126.4).

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

1.2 DOCUMENT ORGANIZATION

This Initial Study includes the flowing sections:

Section 1.0 Introduction
Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City to evaluate the project's potential to impact the physical environment, and to determine if mitigation is required to reduce potential impacts to a less than significant level.

Section 2.0 Project Setting
Provides information about the project's location, a description of existing site uses, and identifies the existing General Plan and zoning designations.

Section 3.0 Project Description
Includes a description of the project's physical features, along with construction and operational activities.

Section 4.0 Environmental Checklist
Includes the Environmental Checklist and evaluates the project's potential to result in significant adverse effects to the physical environment and identifies if mitigation is required to reduce potential impacts to a less than significant level.

Section 5.0 Document Preparers
Includes a list of persons that prepared this IS/MND.

2 PROJECT SETTING

2.1 PROJECT LOCATION

The project site is located at 13252 Brookhurst Street and 10052 Central Avenue, in the southcentral portion of the City of Garden Grove, as shown on Figure 1, *Regional Location*. The site is approximately 0.27 miles north of State Route 22 (SR-22). The project is located on the southeast corner of the intersection of Brookhurst Street and Central Avenue, both of which provide access to the site, as shown in Figure 2, *Local Vicinity*.

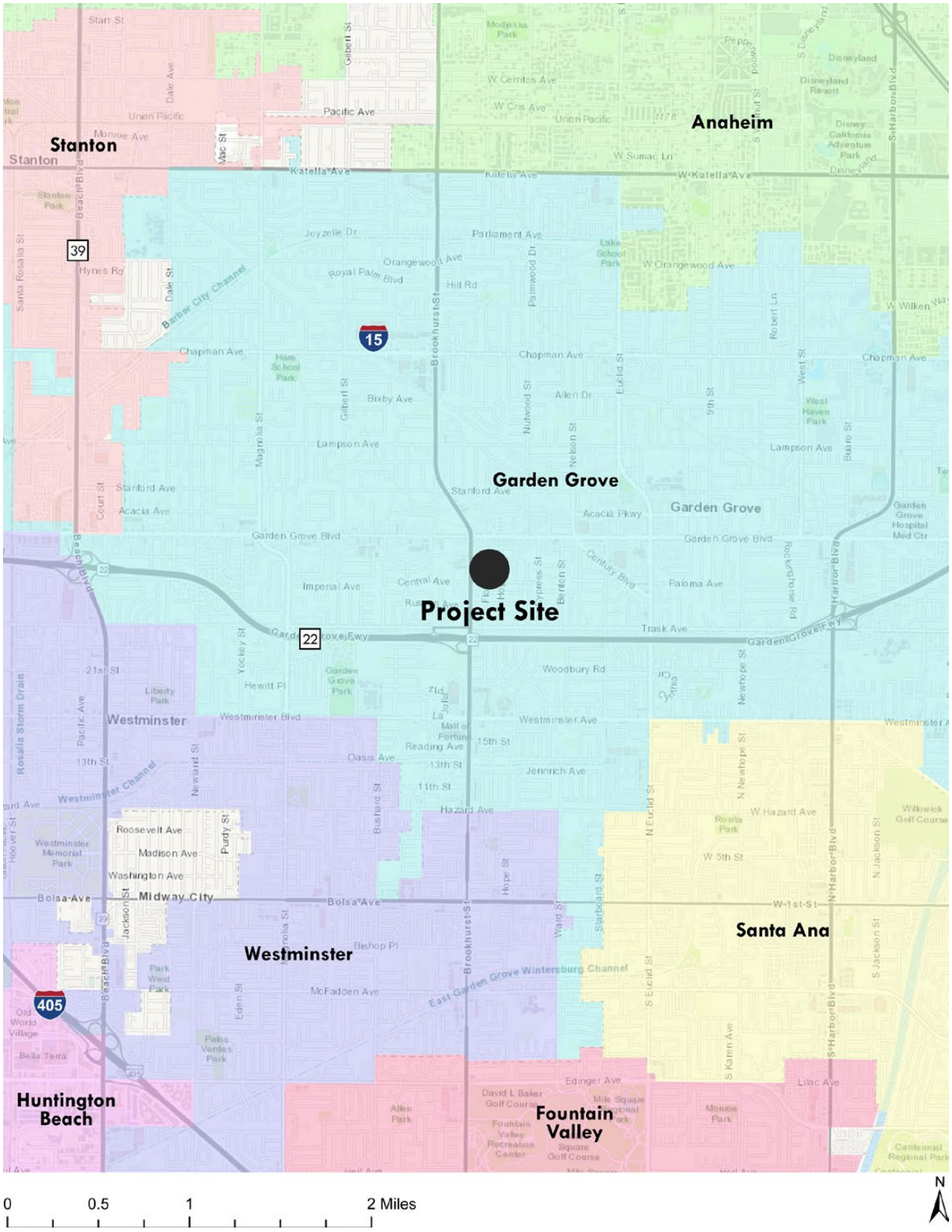
The project site is identified as Assessor Parcel Numbers (APNs): 099-031-01, 099-031-02, 099-331-08, and 099-031-09; and is located within the U.S. Geologic Survey (USGS) Anaheim 7.5 Minute Series Topographic Quadrangle, and within Section 5, Township 5 South, Range 10 West.

2.2 EXISTING PROJECT SITE LAND USES

The 1.22-acre project site consists of two (2) differently zoned properties: a Neighborhood Commercial (C-1) zoned property located at 13252 Brookhurst Street (0.70-acre) that was developed with a vacant restaurant structure, and a Limited Multiple Residential Zone (R-2) zoned property located at 10052 Central Avenue (0.52-acre) that is vacant and undeveloped, as shown in Figure 3, *Aerial View*. The vacant restaurant structure was demolished in June/July 2023 due to structural hazards. The building pad remains. Because removal of the vacant restaurant structure occurred after submittal of the application for the proposed Project, and to provide a conservative analysis, the discussion herein describes the previous vacant restaurant building and includes it within the analysis.

The commercially zoned property consists of two (2) parcels 099-031-01 and 099-031-02 that was improved with a 6,367 square foot single-story restaurant building and surface parking lot that was previously operated by Marie Callender's. The restaurant building was severely damaged in a fire incident in 2021 to the degree that the structure was too dangerous to be occupied and was red tagged by the City. The building was vacant and unoccupied.

Regional Location

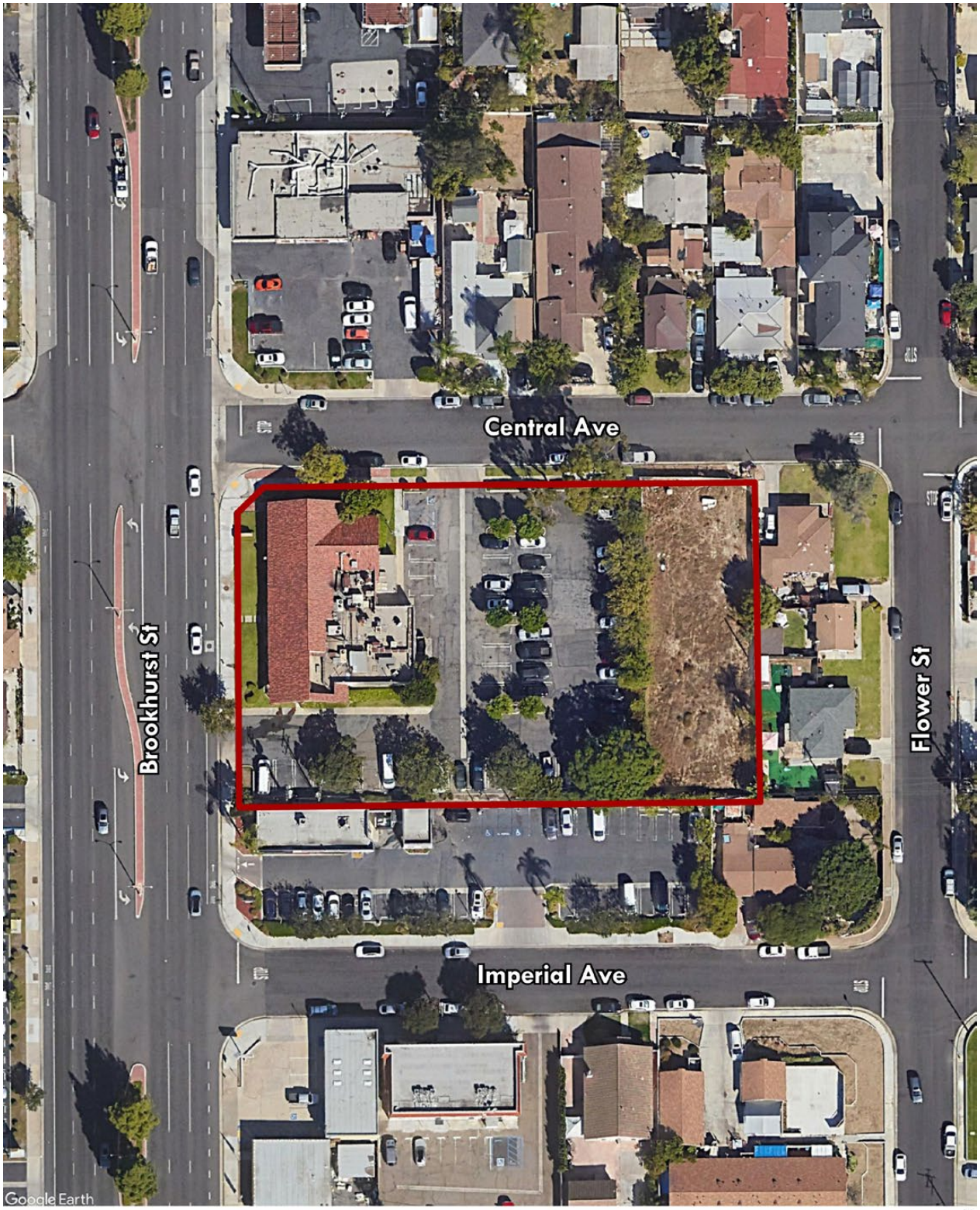


Brookhurst and Central Townhome Project
City of Garden Grove

Figure 1

Local Vicinity

Aerial View



Brookhurst and Central Townhome Project
City of Garden Grove

Figure 3

The restaurant building was a brick and stucco structure with storefront type windows and awnings toward Brookhurst Street. The building had clay tile roof, restaurant signage on the building and a monument sign along Brookhurst. The site is landscaped with lawn and ornamental shrubs in front of the building along Brookhurst and ornamental trees in the parking lot behind the restaurant building. In addition, a line of ornamental trees and shrubs delineates the boundary between the restaurant parcel and the undeveloped project site parcel, which is surrounded by fencing and contains partial ground cover of grass, weeds, and shrubs. Exterior lighting on the site is limited to security lighting around the restaurant building and parking lot area and the street lighting along Brookhurst Street. Vehicular access is provided by two driveways, one along Brookhurst Street and one along Central Avenue; both of which provide direct access to the restaurant parking lot, as shown in Figure 4, *Views of the Project Site*.

The residentially zoned undeveloped portion of the site is located at 10052 Central Avenue and consists of two (2) parcels 099-331-08 and 099-031-09. The lot was previously improved with a single-family residential unit with a detached garage. In 2018, a demolition permit was issued by the City's Building and Safety Division, and the existing structures were demolished shortly thereafter. Since the demolition, the lot remains vacant and unimproved, as shown in Figure 5. The lot is directly accessible from Central Avenue.

Existing General Plan Land Use Designations. The project site has General Plan Land Use designations of Light Commercial (LC) (099-031-01, 099-031-02) and Low Medium Density Residential (LMR) (099-331-08, 099-031-09), as shown in Figure 6, *Existing General Plan Land Use Designations*. The General Plan states that the LC land use designation is intended to allow a range of commercial activities that serve local residential neighborhoods and the larger community and allows a 0.55 Floor Area Ratio (FAR). The General Plan states that the LC designation includes a variety of retail services such as markets, drug stores, retail shops, financial institutions, service establishments, and restaurants. Commercial uses are required to be compatible with the surrounding area, and in particular, with any abutting residential uses.

The General Plan states that the LMR land use designation is intended for the development of single-family homes, accessory dwelling units, duplexes and triplexes, condominiums, and small lot subdivisions. The General Plan also states that the LMR land use designation is a transition between the detached single-family areas and the higher density areas, and that the LMR designation provides for a residential density of 11.1 through 21 dwelling units per acre.

Existing Zoning Designations. The site is zoned Neighborhood Commercial (C-1) for APNs: 099-031-01 and 099-031-02, and zoned Limited Multiple Residential Zone (R-2) for APNs: 099-331-08, 099-031-09, as shown in Figure 7, *Existing Zoning Designations*. Section 9.16.020.020 of the Municipal Code states that the C-1 zone is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. In addition, Section 9.12.020.020 of the Municipal Code states that the R-2 zone is intended to provide for multiple attached or detached residential dwellings, and the zone is intended to provide a transition between lower density, single-family detached residences, and higher-density residential or non-residential uses.

Views of the Project Site

Views of the project site from Brookhurst Street.

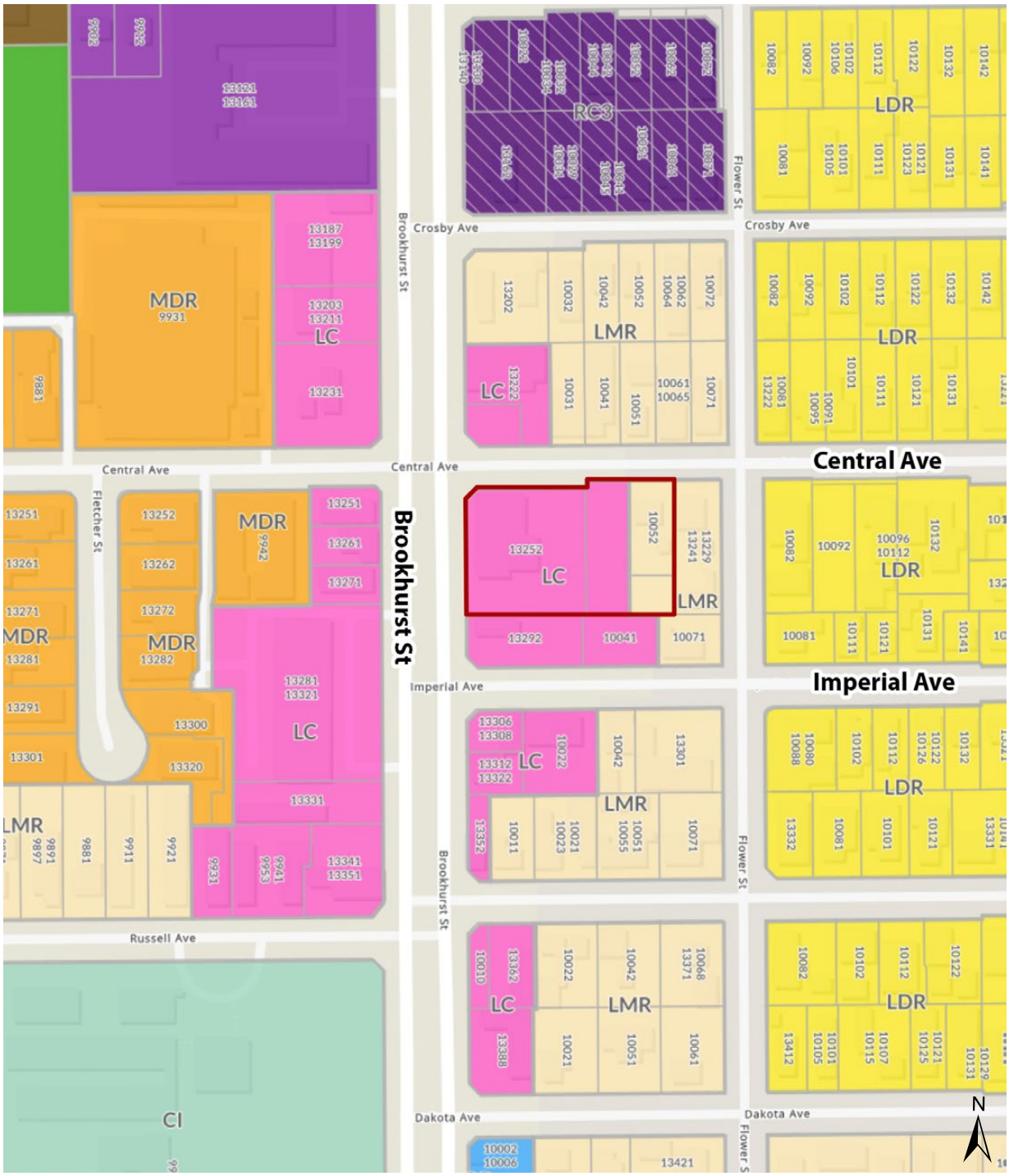
View of the project site from Central Avenue at Brookhurst Street.

Views of the Project Site

View of the project site from Central Avenue showing driveway access, the rear of the existing restaurant building, and the parking lot.

View of the undeveloped portion of the project site from Central Avenue.

Existing General Plan Land Use Designations



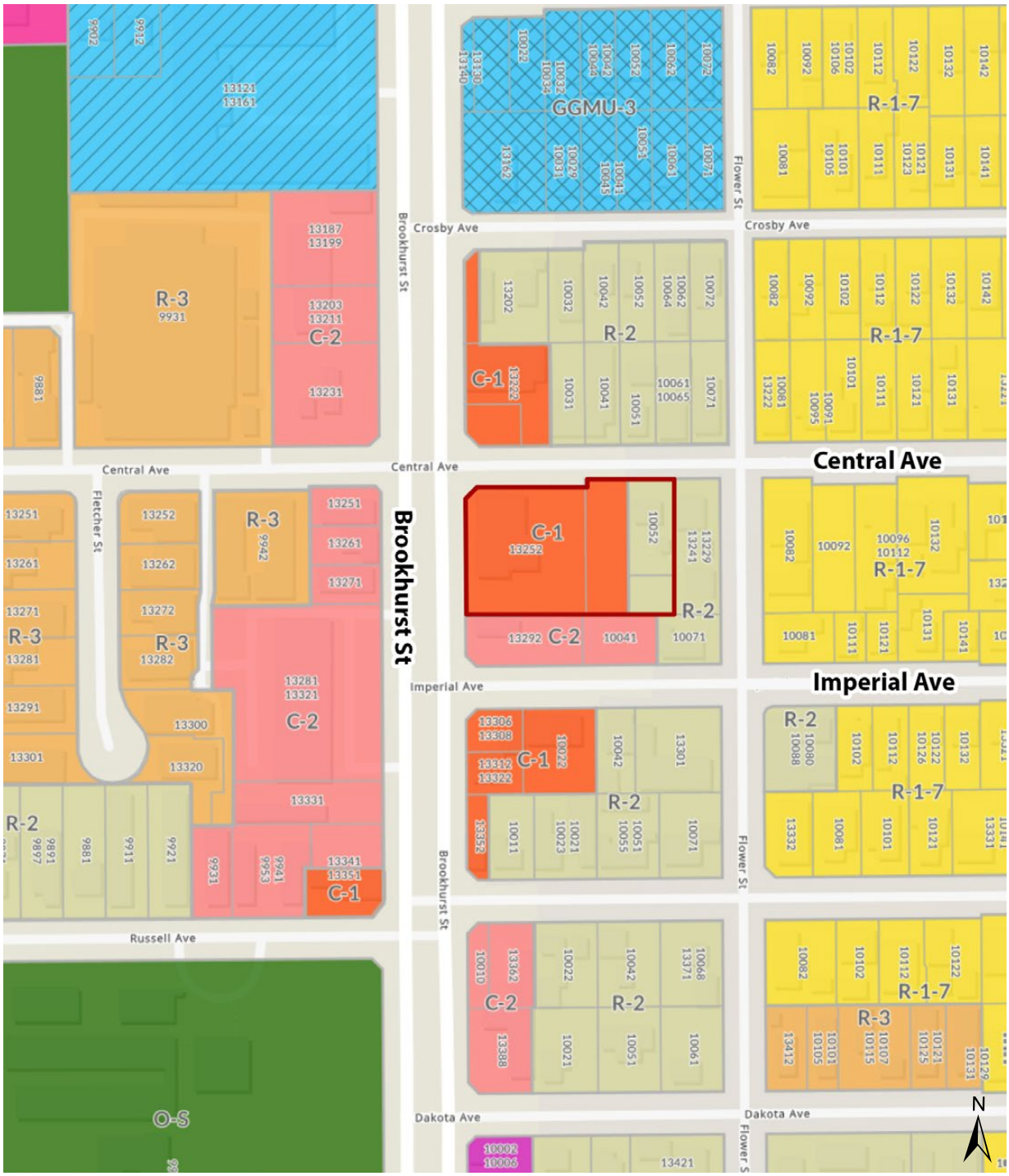
Project Site

LC - Light Commercial

LMR - Low Medium Density Residential

MDR - Medium Density Residential

Existing Zoning Designations



Project Site

C-1 - Neighborhood Commercial

R-2 - Limited Multiple Residential

R-3 - Multiple-Family Residential

2.3 SURROUNDING LAND USES

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

- **North:** Central Avenue is adjacent to the north of the site followed by R-2 (Limited Multiple Residential) zoned properties improved with single-family residences, and a C-1 (Neighborhood Commercial) zoned property improved with a commercial building.
- **East:** R-2 (Multiple Family Residential) zoned property improved with a multi-family residential structure is located east of the site followed by Flower Street.
- **South:** Enterprise-Rent-A-Car commercial one story building and associated parking lot on a Community Commercial (C-2) zoned parcel is located adjacent to the south of the site, followed by Imperial Avenue.
- **West:** Brookhurst Street is adjacent to the west of the site followed by C-2 zoned properties improved with retail commercial uses, followed by two story residences.

3 PROJECT DESCRIPTION

3.1 PROJECT FEATURES

The project would redevelop the 1.22-acre project site to provide 30 residential townhomes, as shown in Figure 8, *Conceptual Site Plan*. The residences would be within 3-story buildings that would have a maximum height of 35 feet. The project would result in a density of 24.6 dwelling units per acre. The project proposes 3 different floor plans that range in size from 1,302 square foot 2-bedroom units to 1,928 square foot 4-bedroom units, as shown in Table 1. All of the residences would include a balcony and a ground level fenced private patio.

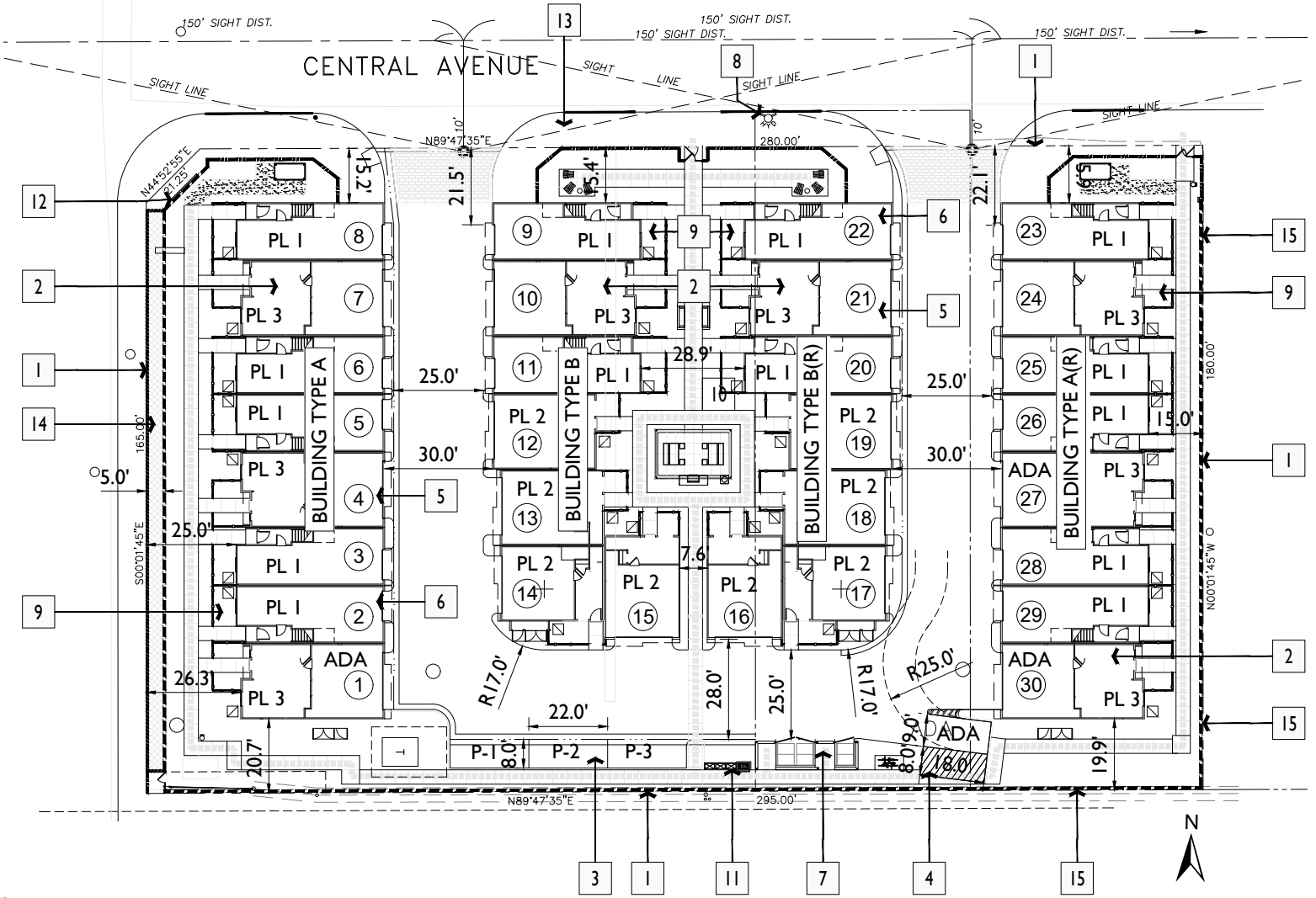
Table 1: Residential Unit Summary

Unit Type	Number of Units	Number of Stories	Number of Bedrooms	Number of Bathrooms	Square Footage
Plan 1	14	3	2	2.5	1,302
Plan 2	8	3	2	2.5	1,334
Plan 3	8	3	4	3.5	1,928

Each of the townhomes would have a two-car garage, and 4 additional open parking spaces would be provided along the southerly property line, for a total of 64 onsite parking spaces. The proposed townhomes would be for-sale townhomes, with 10 percent (10%) of the proposed units being offered and restricted to moderate income buyers, as defined in Section 50052.5 of the California Health and Safety Code.

The townhome structures would be setback a minimum of 25-feet from the Brookhurst Street right-of-way, 15 feet from Central Avenue, 19 feet from interior southerly property line, and 15 feet from the easterly property line. The townhomes would have a modern style (shown in Figures 9 through 11) that would utilize angled and multi-level rooflines, stone veneer, horizontal siding, decorative trellis and railings, finished stuccos, and other decorative architectural features.

Conceptual Site Plan



KEYNOTES

1. PROPERTY LINE
2. 3-STORY ROW TOWNHOME
3. PARALLEL PARKING STALL - 8' X 22' (TYP.)
4. ACCESSIBLE PARKING STALL - 9' X 18' (TYP.) VAN W/ 8' WIDE STRIPING (PASSENGER SIDE)
5. STANDARD 2-CAR GARAGE (20' X 20' MIN.)
6. TANDEM 2-CAR GARAGE (10' x 40' MIN.)
7. COVERED COMMUNITY TRASH ENCLOSURE
8. NEW PUBLIC FIRE HYDRANT
9. PRIVATE PATIO
10. COMMON OPEN SPACE
11. COMMUNITY MAILBOX LOCATION
12. PROJECT MONUMENT SIGN WALL
13. FOR EXISTING RIGHT OF WAY SEE TTM 19273
14. WATER RETENTION - BIO PLANTER
15. PRIVACY MEASURE - 12' MIN. HIGH TREES

Brookhurst and Central Townhome Project
City of Garden Grove

Figure 8

Conceptual Building Type A Elevations

RIGHT ELEVATION

REAR ELEVATION

LEFT ELEVATION

FRONT ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITION ASPHALT ROOFING
2. FASCIA - RESAWN WOOD
3. WALL - EXTERIOR 1620 FINISH STUCCO
4. WALL - HORIZONTAL SIDING
5. WALL - STONE VENEER
6. DECORATIVE METAL GUARDRAIL
7. VINYL WINDOW
8. DECORATIVE RESAWN WOOD TRELLIS
9. DECORATIVE STUCCO O/ E.P.S. TRIM
10. STUCCO CONTROL JOINT
11. EXTERIOR LIGHT FIXTURE
12. SECTIONAL GARAGE DOOR W/ TRIM WHERE SHOWN
13. UTILITY CLOSET WITH METAL DOORS
14. STUCCO SOFFIT

Conceptual Building Type B Elevations

RIGHT ELEVATION

REAR ELEVATION

LEFT ELEVATION

FRONT ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITION ASPHALT ROOFING
2. FASCIA - RESAWN WOOD
3. WALL - EXTERIOR 1620 FINISH STUCCO
4. WALL - HORIZONTAL SIDING
5. WALL - STONE VENEER
6. DECORATIVE METAL GUARDRAIL
7. VINYL WINDOW
8. DECORATIVE RESAWN WOOD TRELLIS
9. DECORATIVE STUCCO O/ E.P.S. TRIM
10. STUCCO CONTROL JOINT
11. EXTERIOR LIGHT FIXTURE
12. SECTIONAL GARAGE DOOR W/ TRIM WHERE SHOWN
13. UTILITY CLOSET WITH METAL DOORS
14. STUCCO SOFFIT

Conceptual Massing and Perspectives

CENTRAL AVE. PERSPECTIVE

BROOKHURST STREET PERSPECTIVE

INTERIOR ALLEY PERSPECTIVE

INTERIOR COURTYARD PERSPECTIVE

REAR PERSPECTIVE

BROOKHURST STREET PERSPECTIVE

The project includes a 4,322 square foot central active open space recreation area with shade structures, BBQs and Americans with Disabilities Act (ADA) accessible picnic tables, raised herb garden areas. Also, approximately 9,578 square feet of open space landscape areas would be provided, including a paseo with bench seating and shade trees that would connect the central open space area to residences. The project landscape would include new ornamental trees, shrubs, and ground covers, as shown in Figure 12, *Conceptual Landscape Plan*. New exterior lighting onsite would be provided to accent the landscaping, light project signage, light walkways, light driveways, and for security. The new lighting would be focused on the project site, shielded from offsite areas, and would be compliant with the City's lighting regulations (GGMC Section 9.12.040.210).

The project would be accessed from 2 driveways along Central Avenue. Each of the proposed residences would be accessed from the 25-foot-wide driveway that would circle the site. The project would install new perimeter walls that would consist of a 5-foot-wide 42-inch-high raised bioretention planter and a 6-foot-high wall along the Brookhurst Avenue, a 42-inch-highwall along Central Avenue, and 6-foot-high walls along the east and south site boundaries, as shown in Figure 13. All of the perimeter walls would consist of concrete masonry unit (CMU) with a two-inch high precision cap in Borrego color to match the proposed architecture of the residential buildings and onsite amenities.

The project would install new infrastructure that would connect to the existing water, sewer, and drainage infrastructure in the Brookhurst Street and Central Avenue right-of-ways. All storm water runoff from the site would be conveyed to a 60-inch underground detention pipe that would be installed onsite as part of the project, and then pumped into a 5-foot-wide (664 square foot) raised bioretention planter to be constructed by the project adjacent to Brookhurst Street. The proposed bioretention planter would provide infiltration and direct drainage to a proposed parkway culvert adjacent to Brookhurst Street that would convey flows to the City's existing storm drain system.

3.2 PROJECT CONSTRUCTION

Construction activities for the project would occur over 12-18 months in the following stages: (1) demolition and removal of existing structures/asphalt/pavement; (2) site preparation; which includes clearing any remaining infrastructure, utilities, and trenching for the new utilities/services; (3) grading and excavation; (4) building construction; and (5) landscape installation, paving, and application of architectural coatings. The City's construction permitting limits construction activities to the hours between 7:00 a.m. to 8:00 p.m. Monday through Saturday; in addition to the noise requirements of GGMC Chapter 8.47.

Table 2: Construction Schedule

Activity	Working Days
Demolition	20
Site Preparation	2
Grading	4
Building Construction	200
Paving	10
Architectural Coating	10

The upper five feet of soil or three feet below the buildings' footing bases would be removed and re-compacted to provide a dense fill mat for structural support. Thus, over excavation is anticipated to extend to a depth of approximately 8 feet below the existing ground surface. The excavated soils would be re-compacted pursuant

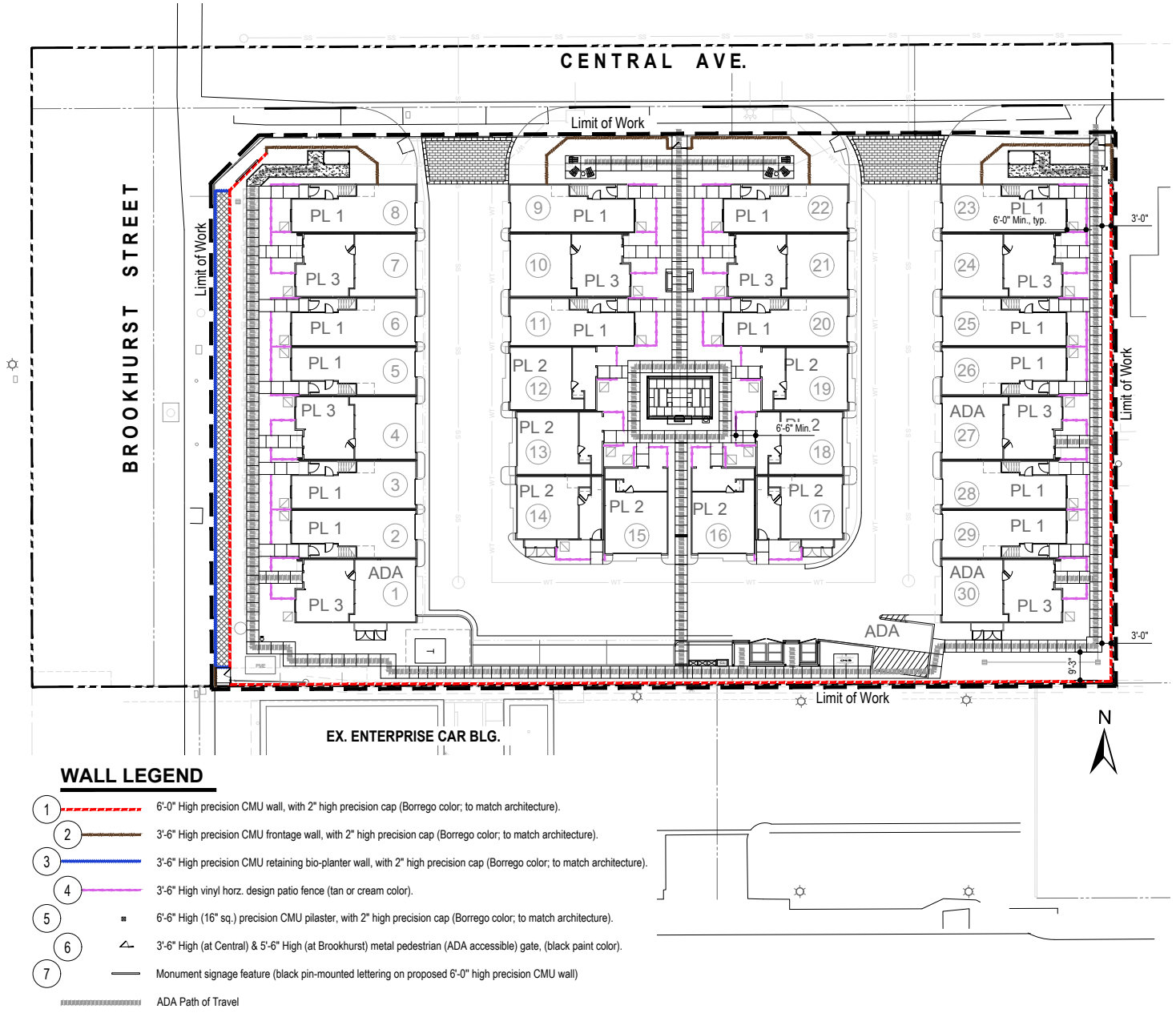
Conceptual Landscape Plan

LEGEND

1. Central community gathering area with large wood shade structure, BBQ counter, and ADA picnic table seating.
2. 4'x8' Raised herb garden area with decomposed granite paving (self-watered by residents).
3. Paseo with bench seating and shade trees.
4. Passive open space area / reading nook with adirondack seating.
5. Three community cluster mailboxes, per USPS review and approval.
6. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
7. Enhanced stamped paving at main project entryways.
8. Proposed tree, per Planting Plan.
9. 4' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
10. Accessible parking stall and striping, per Civil plans.
11. Guest parking stall.
12. Natural colored concrete driveway, with light broom finish and tooled joints.
13. Proposed entry Project monument.
14. Proposed AC units, per Architecture plans.
15. Common area landscape, builder installed and HOA maintained.
16. Community dog bag station (black in color), for pet owners.
17. Property line.
18. Public street R.O.W.
19. Proposed public street sidewalk, per Civil plans.
20. Transformer to be screened with landscape, quantity and final locations to be determined.
21. Short term bike parking (1 bike racks to accommodate 2 bike stalls).
22. Amazon Parcel Locker.
23. Community trash enclosure. See Sheet L-5 (Trash Circulation & Hauler Route Plan).
24. Proposed bio-filtration planter area, per Civil Engineer's plans.
25. Private patio area; homeowner installed and maintained.
26. SCE PME structure by others.

N

Wall and Fence Plan



to California Building Code (CBC) requirements. Approximately 12,928 cubic yards (cy) of cut and 15,020 cy of fill material would be required for project grading. The earthwork would balance onsite using spoils from utility infrastructure trenching, and no import or export of soils would be required.

3.3 GENERAL PLAN LAND USE AND ZONING

The project includes a General Plan Amendment to change the land use designation of the site from Light Commercial (LC) and Low Medium Density Residential (LMR) to Medium Density Residential (MDR), as shown in Figure 14, *Proposed General Plan Land Use Designation*. The MDR land use allows a residential density range from 21.1 to 32 dwelling units per acre. The General Plan states that the MDR designation is intended to create, maintain, and enhance residential areas characterized by mostly traditional multi-family apartments, condominiums, townhomes, and single-family small-lot subdivisions.

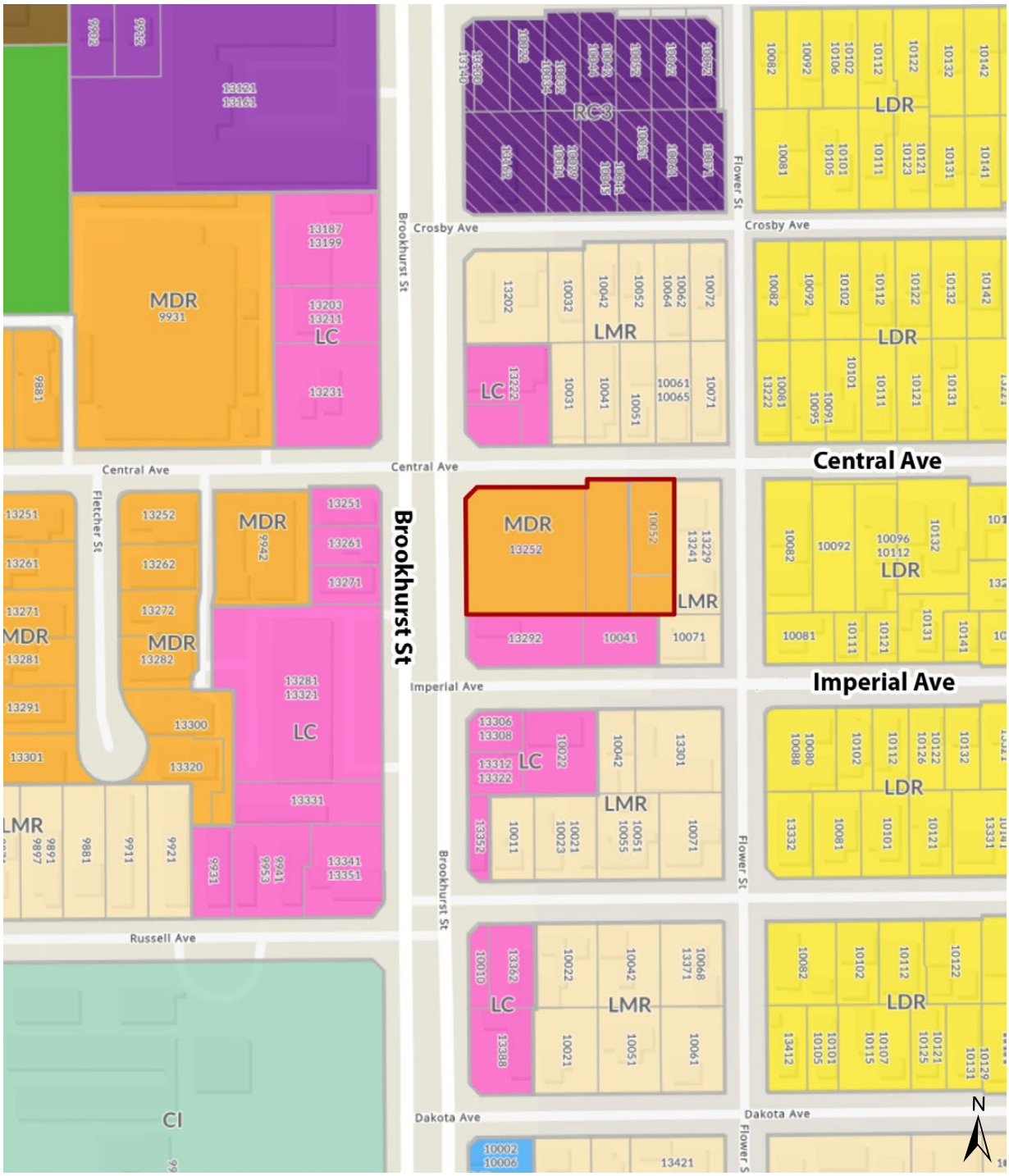
The project also includes a zoning designation amendment to change the zoning of the site from Neighborhood Commercial (C-1) and Limited Multiple Residential Zone (R-2) to Multiple-Family Residential (R-3) (Figure 15, *Proposed Zoning Designation*) that allows up to 32 dwelling units per acre. In addition, the project includes a land subdivision through a Tentative Tract Map (TTM-19273) to subdivide the project site for sale purposes for the proposed 30 townhomes.

3.4 DISCRETIONARY APPROVALS

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

- Adoption of a Mitigated Negative Declaration (MND) and associated Mitigation Monitoring and Reporting Program (MMRP)
- Approval of a General Plan Amendment to change the land use designation of the site from LC and LMR to MDR
- Approval of an Amendment to the zoning of the site from C-1 and R-2 to R-3
- Approval of a Tentative Tract Map (TTM-19273); and
- Approval of a Site Plan

Proposed General Plan Land Use Designation



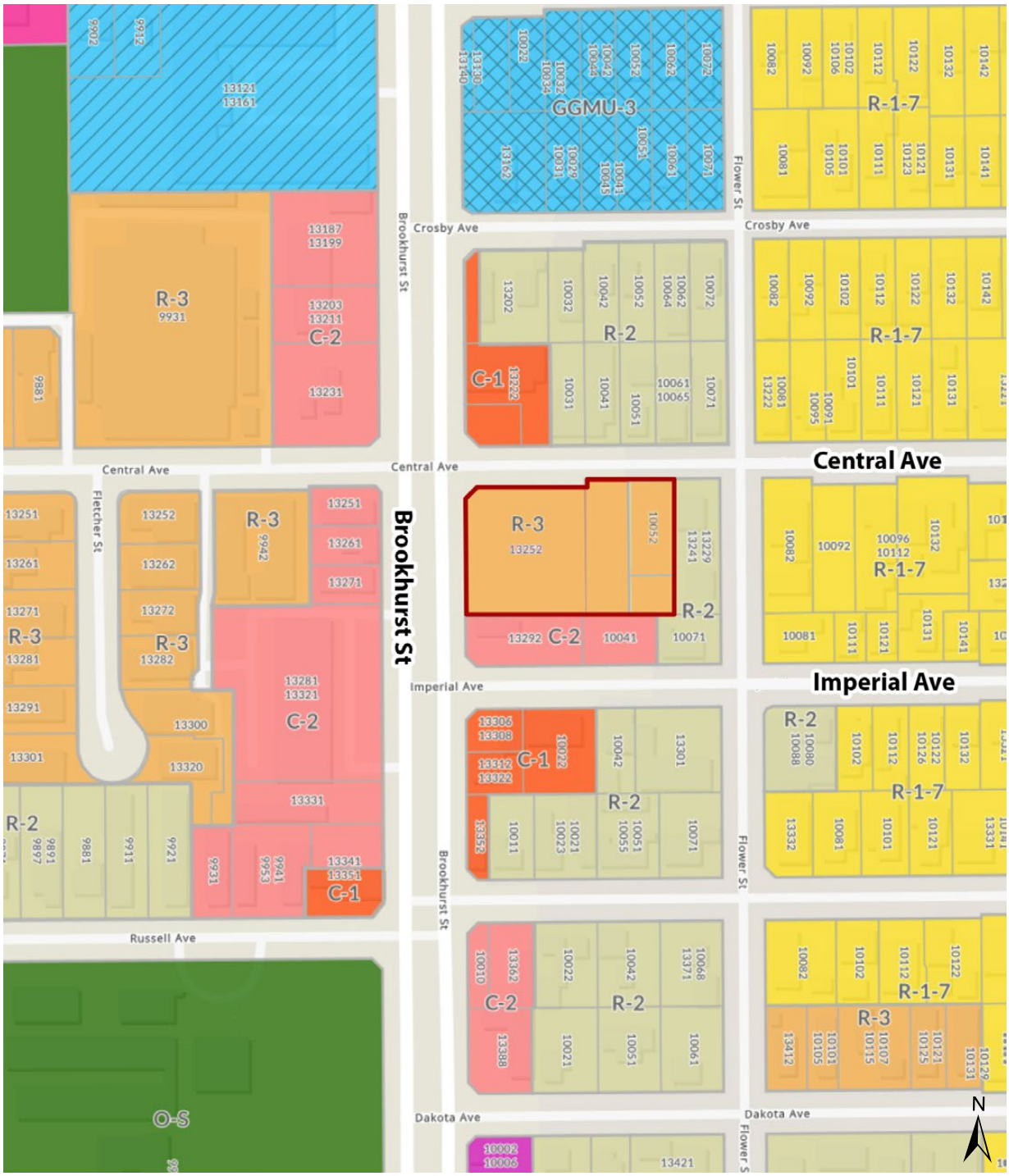
Project Site

LC - Light Commercial

LMR - Low Medium Density Residential

MDR - Medium Density Residential

Proposed Zoning Designation



Project Site

C-1 - Neighborhood Commercial

R-2 - Limited Multiple Residential

R-3 - Multiple-Family Residential

4 ENVIRONMENTAL CHECKLIST FORM

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

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

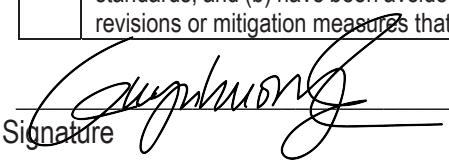
Environmental Factors Potentially Affected

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

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

On the basis of this initial evaluation:

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



11/03/2023

Signature Date

Huong Ly, Associate Planner

Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify:

(a) the significance criteria or threshold used to evaluate each question; and

(b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

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

The City's General Plan does not identify any scenic vistas within the City and the project site and surrounding areas are urbanized, have generally flat topography, and do not contain any sensitive scenic vistas. As described in Section 2.3, *Surrounding Land Uses*, the project site is located within a completely urban and developed area. Specifically, an Enterprise-Rent-A-Car commercial one story building and associated parking lot is located adjacent to the south of the site, followed by Imperial Avenue. Brookhurst Street is adjacent to the west of the site followed by retail commercial uses and both single-family and multi-family residences. Central Avenue is adjacent to the north of the site followed by single-family residences; and single-family residences are located to the east of the site. There are also no public parks located on, or adjacent to, the project site. Due to the limited topography and developed land uses in the project area, views are limited to roadway corridors, which generally shows parked cars, sidewalks, landscaping surrounding commercial and residential land uses, and utility poles with powerlines.

The proposed 3-story townhomes would be 35 feet in height and would be set back 25 feet from the Brookhurst Street right-of-way, and 15 feet from the Central Avenue right-of-way. Although the 3-story buildings would be one story higher than nearby two-story residences and commercial structures, views along the road corridors would continue to be of parked cars, urban landscaped development, and residential and commercial surrounding land uses. The proposed buildings would not project into the street corridor, and corridor views would not be hindered. Although the buildings would be higher than the existing onsite building, and one story taller than some of the nearby buildings, there are no scenic vistas that would be blocked by the proposed structures. As there are no identified scenic vistas within the vicinity of the site and views of the development around the project site would remain the same, the project would not result in an adverse effect on a scenic vista. No mitigation measures are required.

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

No Impact. The California Department of Transportation's (Caltrans) Landscape Architecture Program administers the Scenic Highway Program contained in the Streets and Highways Code, Sections 260–263. State Highways are classified as either Officially Listed or Eligible. There are no officially designated state scenic highways in the City of Garden Grove or in vicinity of the project (Caltrans 2023). The closest State-designated scenic highway is a portion of State Route 91 (SR-91), which is located approximately 13 miles from the project site. Therefore, the proposed project does not have the potential to damage resources within a State-designated scenic highway. No mitigation measures are required.

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

Less than Significant Impact. The project site is surrounded by developed areas that consist of roadways, commercial and residential development that includes one and two-story buildings. As shown on Figure 3, the project site contains a vacant, fire damaged 6,367 square foot single-story restaurant building, surface parking lot, and an undeveloped lot. The existing restaurant building is a brick and stucco building with storefront type windows and awnings toward Brookhurst Street. The building has a clay tile roof, restaurant signage on the building and a monument sign along Brookhurst. The site is landscaped with lawn and ornamental shrubs in front of the building along Brookhurst and ornamental trees in the parking lot behind the restaurant building. In addition, a line of ornamental trees and shrubs delineates the boundary between the restaurant parcel and the undeveloped project site parcel, which is surrounded by fencing and contains partial ground cover of grass, weeds, and shrubs. There are no significant visual features or scenic resources within the project site or surrounding area.

Construction

Construction of the project could impact the visual quality of the project area with construction activities and equipment, but this would be temporary (12-18 months). During construction, the appearance of the project site would be altered by the removal of existing structure, equipment, paving, and landscaping. Construction activities (i.e. site preparation, grading, and the staging of construction equipment and materials) would be publicly visible to pedestrians and motorists along Brookhurst Street and Central Avenue. However, the site is bound on the south side by the Enterprise-Rent-a-Car building and the east side by fencing between the site

and adjacent residential properties. In addition, construction-related activities, materials, waste, and staging would be obscured from public view to the extent possible by installing temporary construction fencing along the Brookhurst Street and Central Avenue frontages of the project site. Given the temporary nature of construction activities and the use of construction fencing to reduce potential impacts, visual impacts resulting from construction activities would be less than significant. No mitigation measures are required.

Operation

The project would alter the existing views of the site by redeveloping it to provide 3-story townhomes, driveways, landscaping and open space areas. As described in the Project Description and shown in Figures 5 and 6, the residential structures would have a modern contemporary style. This style includes utilizing angled and multi-level rooflines, stone veneer, horizontal siding, decorative trellis and railings, finished stuccos, and other decorative architectural features. The project would provide a consistent landscaping theme throughout the site that includes ornamental trees, shrubs, and ground covers.

Although the 3-story townhomes would be taller than the adjacent one and 2-story residences and commercial buildings, the project's structures would have varying roof heights, slanted roofs, building and window recesses and projections, and other architectural features that would reduce the visual scale of the proposed structures. Additionally, the proposed structures would be set back 25 feet from the Brookhurst Street right-of-way, and 15 feet from the Central Avenue right-of-way. The Brookhurst Street frontage of the site would have a 5-foot-wide raised bioretention planter and a 6-foot-high wall along Brookhurst Avenue, and a 42-inch-high wall would be located along Central Avenue. The setbacks, landscaping, and perimeter walls would provide a visual buffer between the streets and the 3-story townhomes. Given the existing visual character of the project site and the proposed decorative architecture, development of the project would alter, but not degrade the existing visual character or quality of the project site and its surroundings.

General Plan. The project site currently has a General Plan land use designations of Light Commercial (LC) (099-031-01, 099-031-02) and Low Medium Density Residential (LMR) (099-331-08, 099-031-09), as shown in Figure 6. The General Plan describes that the LC land use is intended to allow a range of commercial activities and allows a 0.55 FAR, and that the LMR land use designation is intended for the development of residential uses at a density of 11.1 to 21 dwelling units per acre.

The proposed project includes a General Plan Amendment to change the land use designation of the site to Medium Density Residential (MDR) that allows a residential density between 18.1 and 32 dwelling units per acre. Consistent with the proposed MDR designation, the project would develop the 1.22-acre project site with 30 residential townhomes, which would result in a density of 24.6 dwelling units per acre and be within the allowable MDR residential density. Therefore, the project would be consistent with the density allowable under the proposed General Plan land use designations, and no conflict would occur.

Zoning. The site is zoned Neighborhood Commercial (C-1) for APNs: 099-031-01 and 099-031-02, and zoned Limited Multiple Residential Zone (R2) for APNs: 099-331-08, 099-031-09), as shown in Figure 7. Section 9.16.020.020 of the Municipal Code describes that the C-1 zone is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. In addition, Section 9.12.020.020 of the Municipal Code describes that the R-2 zone is intended to provide for multiple attached or detached residential dwellings.

The proposed project includes a zoning designation amendment to change the zoning of the site to R-3 (Multiple-Family Residential) that allows up to 32 dwelling units per acre. The project would redevelop the

unutilized vacant commercial site and adjacent undeveloped lot to provide new residences. As shown in Table AES-1, the proposed project would meet the R-3 zoning standards. The project's structures would have varying roof heights, slanted roofs with decorative tile, building and window recesses and projections, and other architectural features that would reduce the visual scale of the proposed 3-story structures. Therefore, the proposed project would result in a less than significant impact related to scenic quality.

Table AES-1: Development Standards for the Multiple-Family Residential Zone

Standard	R-3 Zone Standard	Proposed Project
Minimum Lot Area	7,200 square feet	52,987 square feet
Minimum Lot Width	60 feet	180 feet
Maximum Density	32.0 units/acre	24.6 units/acre
Front Setback	20 feet to 1st and 2nd floor; 25 feet to 3rd floor	25 feet
Street Side Setback	10 feet to 1st and 2nd floor; 15 feet to 3rd floor	15 feet
Maximum Height	35 feet	35 feet
Maximum Stories	3 stories	3 stories
Maximum Lot coverage	50 percent	38.9 percent
Minimum Active Recreation Area	2,500 square feet for a net lot area between 50,000 to 69,999 square feet	4,322 square feet

Overall, the proposed project would be consistent with development standards required by the MDR General Plan land use designation and R-3 zoning standards and would not conflict with applicable regulation related to scenic quality. Hence, the proposed project would not degrade the visual character of the project site and surrounding area; and impacts would be less than significant. No mitigation measures are required.

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

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

Construction

Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Chapter 8.47, Noise Control. Any construction-related illumination would be used for safety and security purposes and would be shielded and directed toward work activity areas and to prevent light encroachment into adjacent residential areas. In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on adjacent uses and streetlights. Furthermore, the construction-related lighting would be temporary (12-18 months). Therefore, construction of the project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant. No mitigation measures are required.

Operation

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

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

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to aesthetics.

Lighting: Project plans and specifications shall implement compliance with GGMC Sections 9.12.040.210, which states that lights provided to illuminate any parking facility or paved area shall be designed with automatic timers (photovoltaic cells), shall be maintained, and shall be directed, positioned, or shielded to avoid shining into windows of immediately adjacent residences.

Mitigation Measures

No mitigation measures related to aesthetics are required.

References

California Scenic Highway Mapping System (Caltrans, 2023). Accessed at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The project site is largely developed for urban uses and located in an area that is developed for urban residential and commercial uses. The project site and vicinity is void of agricultural uses. The California Department of Conservation Important Farmland mapping identifies the project site as Urban and Built-Up land (CDC 2023). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be affected by the project or converted to a non-agricultural use. Thus, no impact would occur, and no mitigation measures are required.

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

No Impact. As described in the previous response, the project area is void of any agricultural uses. The project site is zoned for commercial and residential uses and is surrounded by areas zoned for commercial and residential uses. No agricultural zoning is located in the vicinity of the project area and no parcels within the project vicinity have Williamson Act contracts (DLRP 2023). Therefore, implementation of the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no impact would occur, and no mitigation measures are required.

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

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

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

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

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

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

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

No mitigation measures related to agriculture and forestry are required.

References

California Department of Conservation Important Farmland Finder (DCD 2023). Accessed at: https://maps.conservation.ca.gov/dlrp/ciff/

California Department of Conservation Division of Land Resource Protection Williamson Act Maps (DLRP 2023). Accessed at: https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?useExisting=1&layers=81496a0daba7465b89d90bfed53c2252

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis prepared by EPD Solutions, Inc., which is included as Appendix A and the Level of Service (LOS) Screening Analysis, which is included as Appendix B.

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

Less than Significant Impact. The City is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) is responsible for regulating and controlling emissions within the basin. The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. The most recently adopted AQMP is the 2022 AQMP that was adopted by the SCAQMD Governing Board on December 2, 2022, and includes scientific and technological data, planning assumptions, and updated emission inventory methodologies.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use

designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed project would construct and operate 30 residential townhomes on the project site under the proposed General Plan Land Use designation of Medium Density Residential (MDR). The MDR designation allows a density of up to 32 dwelling units per acre. The project would result in 24.6 residential units per acre. As detailed below in Section 14, *Population and Housing*, the proposed 30 residences would result in approximately 106 residents at full capacity that would equate to a 0.06 percent (0.06%) increase in both the City's population and number of housing units in the City; and would be 0.7 percent (0.7%) of the SCAG projected increase in residents within the City by year 2045. As a result, the project would not exceed SCAG's growth projections, and therefore, is consistent with the AQMP.

In addition, as described in Response b) below, emissions generated by construction and operation of the project would not exceed thresholds, as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the project does not exceed any of the emissions thresholds, it would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation and would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants. As such, it is consistent with the AQMP, and impacts related to conflict with the AQMP from the project would be less than significant. No mitigation measures are required.

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?

Less than Significant Impact. The SCAB has a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are listed in Table AQ-1. The SCAQMD's CEQA Air Quality Handbook methodology describes that any project that results in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds or reduced to below the thresholds with implementation of mitigation, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds[1]

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550
Lead	3	3

[1] Regional thresholds are from the SCAQMD Air Quality Significance Thresholds, March 2015.

Construction

The proposed project would redevelop the project site with 30 new townhome residences within a 12-18 month construction period. To provide a conservative analysis of impacts a 12-month construction process was modeled by CalEEMod to condense the emissions and provide the maximum potential daily construction emissions.

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) demolition and removal of the existing onsite improvements and hauling demolition debris offsite; (2) preparation of the project site; (3) grading and excavation; (4) construction workers traveling to and from project site; (5) delivery and hauling of construction supplies to, and debris from, the project site; (6) fuel combustion by onsite construction equipment; (7) building construction; application of architectural coatings; and paving. The volume of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, would further reduce construction emissions of VOC from the project.

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, emissions from construction activities would be less than significant, and no mitigation is required.

Table AQ-2: Maximum Construction Emissions Summary

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2024						
Demolition	1.7	16.0	16.9	0.0	1.2	0.7
Site Prep	1.8	16.7	15.0	0.0	2.9	1.7
Grading	2.1	19.5	17.7	0.0	3.3	1.9
Building Construction	2.1	19.5	17.7	0.0	3.3	1.9
Maximum Daily Emissions	2.1	19.5	17.7	0.0	3.3	1.9
2025						
Building Construction	1.3	10.5	12.7	0.0	0.7	0.4
Paving	0.6	5.3	7.8	0.0	0.4	0.3
Architectural Coating	27.9	1.2	1.5	0.0	0.0	0.0
Maximum Daily Emissions	27.9	10.5	12.7	0.0	0.7	0.4
Maximum Daily Emission 2024-2025	27.9	19.5	17.7	0.0	3.3	1.9
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

Operation

As described previously, the proposed project would redevelop the project site with 30 new residential townhomes. The CalEEMod modeling prepared for the project does not include the reduction in emissions that would occur from future non-operation of the existing restaurant building, which provides a conservative analysis of potential impacts.

Operation of the proposed 30 residential townhomes would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Also, vehicular emissions would generate a substantial portion of the operational emissions from the project. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3.

Table AQ-3: Summary of Peak Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.8	0.6	6.0	0.0	1.3	0.3
Energy	1.2	0.0	1.7	0.0	0.0	0.0
Mobile	0.0	0.2	0.1	0.0	0.0	0.0
Total Project Operational Emissions	2.0	0.8	7.8	0.0	1.4	0.4
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant. No mitigation measures are required.

In addition, the LOS Screening Analysis (Appendix B) prepared for the project shows that operation of the 30 townhomes would reduce vehicular trips by 402 daily trips in comparison to operation of the restaurant building on the site. Therefore, the project would result in reduced vehicular air quality emissions as compared to the existing land use; and would not result in an exceedance of the emissions thresholds. Therefore, the project's operational emissions would be less than significant. No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "offsite mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air

quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 17, Central Orange County.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document, were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. As the project site is 1.22-acres, the SCAQMD criteria for LSTs is to assume that the proposed project would disturb a maximum of 1 acre per day.

Table AQ-4 identifies the localized impacts at the nearest receptor location in the vicinity of the project, which is a residence located approximately 6.5 feet from the project site boundary. Therefore, the closest SCAQMD threshold distance of 25 meters was applied (25 meters is the shortest distance from source to receptor contained in the SCAQMD emission lookup tables). As shown, project construction-source emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Thus, implementation of the project would not result in a localized air quality impact, and no mitigation is required.

Table AQ-4: Maximum Daily Localized Construction Emissions (lbs/day)

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2024				
Demolition	15.6	16.0	1.0	0.7
Site Prep	16.6	14.6	2.8	1.7
Grading	19.5	17.1	3.2	1.9
Building Construction	19.5	17.1	0.0	3.2
Maximum Daily Emissions	19.5	17.1	3.2	3.2
2025				
Building Construction	10.3	11.6	0.0	0.4
Paving	5.2	7.2	0.0	0.2
Architectural Coating	1.2	1.5	0.0	0.0
Maximum Daily Emissions	10.3	11.6	0.0	0.4
Maximum Daily Emission 2024-2025	19.5	17.1	3.2	3.2
SCAQMD Significance Thresholds	**203.3**	**1552.3**	**9.3**	**6.3**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

Additionally, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices (Rules 402 and 403). Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during construction, and impacts would be less than significant. No mitigation measures are required.

Operation
According to the SCAQMD LST methodology, LSTs apply to project stationary mobile sources. Projects that involve mobile sources that spend long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational localized significance thresholds. The proposed project would operate 30 townhome units, which do not involve vehicles idling or queueing for long periods. Therefore, due to the lack of significant stationary source emissions, impacts related to operational localized significance thresholds would be less than significant, and no impacts are required.

CO Hotspots. A CO hot spot is a localized concentration of CO that is generated by vehicular traffic at an intersection that is above the state or national 1-hour or 8-hour CO ambient air standards. As described previously, the LOS Screening Analysis (Appendix B) prepared for the project details that operation of the 30 townhomes would reduce vehicular trips by 402 daily trips in comparison to operation of the restaurant building on the site. Therefore, the project would result in reduced vehicular air quality emissions than the existing land use and would not generate an impact related to CO concentrations that could result in a hotspot. Thus, impacts would be less than significant. No mitigation measures are required.

d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?

No Impact. The proposed project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

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

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed project would implement residential development that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by the project are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people. No mitigation is required.

Existing Regulations that Reduce Potential Impacts

The following existing regulations would reduce potential impacts related to air quality.

SCAQMD Rule 402 – Nuisance: The project plans and specifications shall implement compliance with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 – Fugitive Dust: The project plans and specifications shall implement compliance with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

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

SCAQMD Rule 1113 – Architectural Coatings: The project plans and specifications shall implement compliance with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

No mitigation measures related to air quality are required.

References

AQMD Attainment Status for South Coast Air Basin. Accessed at: http://www.aqmd.gov/home/air-quality/clean-air-plans

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

Air Quality, Energy, and Greenhouse Gas Impact Analysis, prepared by EPD Solutions, Inc., Appendix A

Level of Service (LOS) Screening Analysis, prepared by EPD Solutions, Inc., Appendix B.

South Coast AQMD Final 2022 AQMP. Accessed at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

South Coast Air Quality Management District Final Localized Significance Threshold Methodology (SCAQMD 2008). Accessed: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

No Impact. The City's General Plan Conservation Element describes (on page 10-3) that biological resources are almost nonexistent in the City due to the urban nature of the City and surrounding areas. Consistent with this, the project site is developed with an existing building that is surrounded by paved surfaces and small areas

of ornamental landscaping that includes grass lawn, trees, and shrubs. The undeveloped portion of the site is surrounded by fencing and contains partial ground cover of grass, weeds, and scattered shrubs.

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

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

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

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

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

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

Less than Significant Impact. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and

shelter. Animals use these corridors to move between different habitats, provide avenues for wildlife dispersal, migration, and contact between other populations. The project site is not located within a designated wildlife corridor or linkage. The project site is within a developed area and does not provide function for wildlife movement. The site is surrounded by roadways on two sides and residential and commercial development on the other two sides. Also, much of the site is fenced, and there are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the project would not result in impacts related to wildlife movement or wildlife corridors.

The project site contains scattered ornamental trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season. The provisions of the MBTA prohibit disturbing or destroying active nests. All development in the City is required to comply with established laws and regulations regarding the protection of migratory or sensitive wildlife (e.g., migratory bird treaty act) that would be implemented through the City's development permitting process. Therefore, no significant impacts to wildlife nursery sites would occur from implementation of the proposed project, and no mitigation measures are required.

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

No Impact. There are no local biological related policies or ordinances, such as a tree preservation policy or ordinance that is applicable to the project. Trees in the public right-of-way in the City are protected under Chapter 11.32 of the GGMC, which regulates the planting, maintenance, and removal of trees in public locations in the City. The project site contains scattered ornamental trees that are on private property and not subject to the City ordinance. Any street trees that would be planted, moved, or replaced within the Brookhurst Street or Central Avenue right-of-way as part of the project would comply with the removal, moving, and planting regulations included Chapter 11.32 of the GGMC that would be verified through the City's development permitting process. Therefore, implementation of the project would not conflict with local policies or ordinances protecting trees and no impact would occur. No mitigation measures are required.

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

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

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to biological resources.

Migratory Bird Treaty Act and California Fish and Game Code Sections 3503.5, 3511, and 3515: Prior to issuance of grading or demolition permits that include vegetation and/or tree removal activities that will occur

within the active breeding season for birds (February 1 through September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 ft for raptors and 300 ft for non-raptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Prior to commencement of grading activities and issuance of any building permits, the City Community Development Director, or designee, shall verify that all project grading and construction plans are consistent with the requirements of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503.5, 3511, and 3515, as stated above, that pre-construction surveys have been completed (if needed) and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.

Mitigation Measure

No mitigation measures related to biological resources are required.

References

California Department of Fish and Wildlife. 2020. California Natural Diversity Database (CNDDB), Whittier 7.5-minute Quadrangle. Accessed at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data

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

City of Garden Grove Focused General Plan Update and Zoning Amendments Draft Environmental Impact Report (SCH# 2021060714), 2021. Accessed: https://ceqanet.opr.ca.gov/Project/2021060714

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Accessed: https://www.fws.gov/wetlands/data/mapper.html

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

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

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

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

There are no documented historic resources on or within the vicinity of the project site. The project site is currently developed with a vacant 6,367 square foot single-story building that was developed as a Marie Callender's restaurant in 1972, which is 50 years ago. The restaurant is closed. The building was damaged in a fire in 2021 and was red tagged by the City as it is too dangerous to occupy. The existing restaurant building is typical of those developed by the Marie Callender's restaurant company and consists of a one-story brick and stucco building with a clay tile roof and storefront type windows and awnings on the building frontages toward Brookhurst Street and Central Avenue. Restaurant signage is located on the building and a monument sign is located on the frontage along Brookhurst Street. The south side and rear of the building are stucco with limited articulation.

Although the existing building was constructed 50 years ago, which is of historic era (50 years of age or greater), the building is a modern restaurant structure with modern signage and large HVAC and restaurant ventilation systems on the roof and modern surface parking lots and sidewalks are adjacent to the building. In addition, the building has been significantly damaged by a previous fire and is degraded. The project site is not listed in any register of resources and does not meet the CEQA criteria related to a historic resource.

The Marie Callender's restaurant company currently operates 27 restaurants in the United States, 14 of which are in Southern California. Thus, the previous Marie Callender's restaurant on the site was one of many the chain operated. It is not unique; and this restaurant building is not associated with events, persons, or architecture that would meet the California Register criteria of a historic resource. Therefore, impacts related to historic resources would not occur from demolition of the existing restaurant building.

The currently vacant portion of the site (10052 Central Avenue) was previously developed with a two-bedroom, one-bathroom single-family residence that was demolished in 2018 pursuant to a City approved demolition permit. The site has remained undeveloped since; thus, no historic resources exist within the eastern undeveloped portion of the site.

The adjacent Enterprise-Rent-a-Car building is a 1,200 square foot modern structure that was developed in 1997, and the commercial structures that are across Central Avenue from the site are also modern retail commercial storefront buildings with associated surface parking lots. The single-family residences adjacent to the east of the site are separated by fencing, are modernized structures with shingle roofs and windows with a variety of architectural styles, and do not consist of documented historic resources.

As the project site does not contain and is not adjacent to any historic resources, redevelopment of the site with new residential townhomes would not result in impacts to historic resources. Thus, no impacts would occur, and no mitigation is required.

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

Less than Significant with Mitigation Incorporated. The City's General Plan Conservation Element states 12 archaeological sites (Sites CA-ORA-1260H through -1270H and CA-ORA-1307) have been previously identified within the City. The prehistoric sites consisted of shellfish remains from food debris, stone tools and stone flakes from manufacturing stone tools; and the historic archaeological sites are primarily locations of historic trash in association with residences and commercial structures.

Construction

The project site has been disturbed by previous development activities. The Phase I Environmental Site Assessment (Phase I) prepared for the project site (Appendix C) describes that as early as 1930, the project site was developed with single-family residences and related infrastructure, which resulted in ground disturbance, as evidenced by four to seven feet of fill soils consisting of silty sand, poorly graded sand, and clayey silt that were identified in onsite borings conducted for the Geotechnical Evaluation (Appendix D). As a result of the previous onsite soils disturbance, there is reduced potential for the project to impact archaeological resources. However, over excavation is anticipated to extend to a depth of approximately 8 feet below the existing ground surface and could extend into previously undisturbed soils and undiscovered resources could exist in the previously excavated and compacted fill soils. In addition, it is possible that the onsite fill soils consist of native soils that were excavated and recompacted and could still contain archaeological resources.

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

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

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

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

Existing Regulations that Reduce Potential Impacts

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

Human Remains: In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall cease and the County Coroner shall be notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Prior to the issuance of grading permits, the City shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

Mitigation Measures

Mitigation Measure CUL-1: Archaeological Resources. Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find and the City shall be immediately notified. A qualified archaeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as

defined at 36 CFR Part 61, Appendix A shall flag the area in the field and shall evaluate the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. If the find is considered a "unique archaeological resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred method of handling as to avoid any adverse impacts to the "unique archaeological resource.". All recovered and salvaged resources shall undergo an identification process. The permanent preservation of the unique archaeological resource by an established accredited professional repository selected by the archaeologist, or repatriation of the recovered resources in cooperation with the designated most likely descendant shall occur as needed. The archaeologist shall have a repository agreement in hand prior to initiating recovery of the resource. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the developer/applicant's expense. The archaeologist shall prepare a comprehensive report complete with methods and results that shall be submitted to the City of Garden Grove Building and Safety Division, the South Central Coastal Information Center, and the State Historic Preservation Office (SHPO), if required. Prior to commencement of grading activities, the City of Garden Grove Building and Safety Division shall verify that all project grading and construction plans include specific requirements regarding Public Resources Code Section 21083.2(g) and the treatment of archaeological resources as specified herein.

References

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis, included as Appendix A.

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

Less Than Significant Impact. As the project site is developed with a 6,367 square foot building that was previously used as a restaurant, and the vacant lot was previously developed with a single-family residence, the site is connected to the existing utility infrastructure, which includes electrical and natural gas services. The Southern California Gas Company provides natural gas to the project site and surrounding area. Additionally, Southern California Edison currently provides electricity services to the project site and surrounding area. The proposed project would install new onsite electrical and natural gas infrastructure that would connect to the existing offsite lines.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Based on these uses of energy during construction activities, the proposed buildings and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction of the project would not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur is limited to a total of 12-18 months (as listed previously in Table 2, Construction Schedule), and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction of the proposed project would remove the existing site improvements and landscaping and redevelop the site with 30 new townhome residences, recreation and open space areas, landscaping, and parking facilities. The project construction is estimated to use 20,729 gallons of fuel, as shown in Table E-1.

Table E-1: Estimated Construction Equipment Fuel Consumption

Activity	Equipment	Number	Hours per day	Horse-power	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demo	Tractors, Loaders, Backhoes	3	8	84	0.37	20	14,918	0.053125387	793
	Rubber Tired Dozers	1	8	367	0.4	20	23,488	0.047106529	1,106
	Concrete Industrial Saws	1	8	33	0.73	20	3,854	0.041774381	161
Site Preparation	Rubber Tired Dozers	3	8	367	0.4	2	7,046	0.047106529	332
	Graders	1	8	148	0.41	2	971	0.051576386	50
	Crawler Tractors	1	8	87	0.43	2	599	0.050471208	30
Grading	Graders	1	8	148	0.41	4	1,942	0.051576386	100
	Crawler Tractors	2	8	87	0.43	4	2,394	0.050471208	121
	Rubber Tired Dozers	1	8	367	0.4	4	4,698	0.047106529	221
Building Construction	Forklifts	1	8	82	0.2	200	26,240	0.05325705	1,397
	Generator Sets	1	8	14	0.74	200	16,576	0.06913631	1,146
	Cranes	1	8	367	0.29	200	170,288	0.05329334	9,075
	Welder	3	8	46	0.45	200	99,360	0.030255098	3,006
	Tractors, Loaders, Backhoes	1	8	84	0.37	200	49,728	0.053125387	2,642
Paving	Pavers	1	8	81	0.42	10	2,722	0.05152058	140
	Paving Equipment	1	8	89	0.36	10	2,563	0.051165117	131
	Rollers	1	8	36	0.38	10	1,094	0.052625962	58
	Tractors, Loaders, Backhoes	1	8	84	0.37	10	2,486	0.053125387	132
	Cement and Mortar Mixers	1	8	10	0.56	10	448	0.048807587	22
Architectural Coating	Air Compressors	1	6	78	0.48	10	2,246	0.029405487	66
								Total	**20,729**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

Table E-2 shows that construction workers would use approximately 3,298 gallons of fuel to travel to and from the project site, and haul trucks and vendor trucks would use approximately 1,459 gallons of diesel fuel.

Table E-2: Estimated Construction Vehicle Trip Related Fuel Consumption

Construction Source	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	58	4,640	5.99	775	0
Vendor Trucks	3	6,120	8.94	684	0
Worker Vehicles	70	90,391	27.41	0	3,298
Total				**1,459**	**3,298**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

The combination of the construction equipment fuel listed in Tables E-1 and E-2 would result in a total of 22,188 gallons of diesel fuel and 3,298 gallons of gasoline fuel that would be used during construction of the proposed project, as shown in Table E-3.

Table E-3: Total Construction Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	1,459	3,298
Off-road Construction Equipment	20,729	0
Total	**22,188**	**3,298**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process to ensure that equipment would not use fuel inefficiently. In addition, CARB regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) limits idling times of construction vehicles to no more than 5 minutes, which avoids unnecessary and wasteful consumption of fuel due to idling of construction equipment. Because project construction activities would comply with these existing regulations, as ensured through the City's permitting process, it would not use fuel in a wasteful, inefficient, and unnecessary manner. Thus, no impacts related to wasteful, inefficient, or unnecessary construction energy usage would occur, and no mitigation measures are required.

Operation

Once operational, the project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, and outdoor lighting, and the transport of electricity, natural gas, and water to the residences where they would be consumed. This use of energy is typical for urban development, no additional energy infrastructure would be required to be built to operate the project, and no operational activities would occur that would result in extraordinary energy consumption. As detailed in Table E-4, operation of the proposed project is estimated to result in the annual use of approximately 21,195 gallons of fuel, approximately 137,765 kilowatt-hour (kWh) of electricity, and approximately 720,911 thousand British thermal units (kBTU) of natural gas.

Table E-4: Estimated Annual Operational Energy Consumption

Mobile	Annual Vehicle Miles Traveled: 580,877 Gallons of Fuel: 21,195
Electricity	137,765 kWh
Natural Gas	720,911 kBTU

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

The proposed project would be required to meet the current Title 24 energy efficiency standards, as included in GGMC Section 18.04.010. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning (HVAC) equipment; solar-reflective roofing materials; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. No mitigation measures are required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed project would be required to meet the Calgreen energy efficiency standards in effect during permitting of the project, which are included in the GGMC as Section 18.04.010. The City's administration of the requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy, which would be included on the residential rooftops as required by the existing Title 24/Calgreen standards. As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to energy.

CalGreen Compliance: The project plans and specifications shall implement compliance with the CalGreen Building Code as included in the City's Municipal Code Section 18.04.010 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

References

Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A), prepared by EPD Solutions, 2023.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Geotechnical Evaluation, which is included as Appendix D.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. As described by the Geotechnical Evaluation prepared for the project (Appendix D), there are no known active faults traversing the site. The closest active fault is the Newport-Inglewood Rose Canyon Fault that is located 6.6 miles to the southwest. Thus, the project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map, and impacts would not occur. No mitigation measures are required.

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

ii. Strong seismic ground shaking?

Less than Significant Impact. As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. As described in the previous response, the closest active fault is the Newport-Inglewood Rose Canyon Fault Zone that is approximately 6.6 miles to the southwest of the project site (Appendix D). Movement along this fault, or other regional faults could result in seismic ground shaking on the project site. The amount of motion expected at the project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter.

However, structures built in the City are required to be built in compliance with the California Building Code ("CBC" [California Code of Regulations, Title 24, Part 2]), as included in the GGMC in Title 18 Building Codes and Regulations, which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls and site demolition. The Geotechnical Evaluation (Appendix D), which is required pursuant to CBC regulations, prepared for the project provides CBC seismic structural design criteria that are specific to the onsite soils and potential seismic ground shaking that includes: excavation, re-compaction, and foundation systems. Project compliance with the requirements outlined in the Geotechnical Evaluation shall be a condition for project approval. Because the project would be required to be constructed in compliance with the CBC and the GGMC, which would be verified through the City's plan check and permitting process, the project would result in a less than significant impact related to strong seismic ground shaking. No mitigation measures are required.

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

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers,

located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

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

The onsite borings identified groundwater as high as 17 feet below the ground surface and a pore pressure dissipation test performed by the Geotechnical Evaluation suggests that depth to groundwater is about 14 feet. The Geotechnical Evaluation determined this to be consistent with the historic groundwater high of 10 to 20 feet below the ground surface. The Geotechnical Evaluation states that site soils consist of silty sand, poorly graded sand, and clayey silt.

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

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

iv. Landslides?

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

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

Less than Significant Impact. The project site is largely impervious, as it is generally covered by pavement or the existing building structure. However, the eastern portion of the site is undeveloped and surrounded by fencing, and small areas of landscaping exist within the parking area, along the site boundary, and adjacent to the existing restaurant building. During construction, the project would redevelop the site for townhome

residential uses, which would include areas of landscaping that would surround the proposed structures and be located along the site boundary, similar to the areas of landscaping that currently exist.

In addition, Section 6.40.050 of the GGMC states that all new development and significant reconstruction within the City, such as the project, shall be undertaken in accordance with the County Drainage Area Management Plan (DAMP). The DAMP requires that construction sites implement control practices that address erosion and sedimentation (DAMP Section 8.0). Additionally, the Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity requires implementation of a Storm Water Pollution Prevention Plan (SWPPP), by a Qualified SWPPP Developer. The SWPPP is required to be consistent with the County DAMP, address site-specific conditions related to sources of sediment, and implement erosion control and sediment control BMPs to reduce or eliminate sediment during construction. Adherence to a City approved SWPPP, which would be verified prior to the issuance of a demolition or grading permit would ensure that potential erosion associated with construction activities would be minimized, and impacts would be less than significant.

After construction is completed, the project site would consist of new paved areas and landscaping, and would not include substantial areas of loose topsoil that could result in soil erosion or the loss of topsoil. Also, operation of the proposed project would be required to comply with the requirements of the County DAMP that requires a Water Quality Management Plan (WQMP) that includes Low Impact Development (LID) features and BMPs to limit the potential for erosion during storm water runoff. The project's WQMP would be reviewed and approved by the City prior to the issuance of a building permit to ensure it complies with the DAMP regulations, which would ensure that operation of the proposed project would not result in soil erosion or loss of topsoil. With implementation of existing regulations, impacts would be less than significant and no mitigation measures are required.

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

Less than Significant Impact. As described above, the project site is flat, and does not contain nor is adjacent to any slope or hillside area. The project would not create slopes. Thus, on or offsite landslides would not occur from implementation of the project. Also, as previously described, potential effects related to liquefaction would be avoided by removal and re-compaction of the upper five feet of the site soils or three feet below the footing base, and utilization of post-tensioned slabs or equivalent foundation systems in compliance with the CBC. Impacts related to liquefaction would be less than significant.

Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as drainage or stream channel. As described previously, the Geotechnical Evaluation (Appendix D) states that onsite soils consist of layers of loose sands and silty sands, and that groundwater is 10 to 20 feet below the ground surface. As a result, the site could be subject to seismic related lateral spreading. Also, as described previously, the Geotechnical Evaluation states that project construction should include removal and re-compaction of the upper 5 feet of the site soils or three feet below the footing base and utilization of a post-tensioned slabs or equivalent foundation systems in compliance with the CBC. The City's development permitting process requires specific CBC compliant engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that project structures would withstand effects related

to ground movement, including lateral spreading. Thus, impacts would be less than significant with respect to lateral spreading, and no mitigation measures are required.

Soils collapse could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Soils susceptible to seismically induced collapse typically include dry loose sands. As described previously, the Geotechnical Evaluation testing results indicate that removal and re-compaction of the upper five feet of the site soils or three feet below the footing base and utilization of a post-tensioned slabs or equivalent foundation systems in compliance with the CBC would stabilize soils and provide a solid building foundation. Thus, compliance with the CBC and the recommendations of the Geotechnical Evaluation, as endured through City development permitting, would reduce potential impacts to a less than significant level, and no mitigation measures are required.

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

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture. As described above, the project site soil consists of layers of silty sand, poorly graded sand, clay, and clayey silt, which were explained in the Geotechnical Evaluation (Appendix D) and determined to have a very low expansion potential.

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

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

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

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

Less than Significant with Mitigation Incorporated

Construction

As explained in the Geotechnical Evaluation, soils beneath the project site consist of young alluvium, which have a low paleontological sensitivity rating due to their relatively recent age (Eisentraut and Cooper 2002). The project involves grading and excavation to depths of approximately 5 feet below the ground surface or three feet below the footing base. Because the soils that would be excavated and recompacted as part of project construction have a low paleontological sensitivity rating, no resources are anticipated to be unearthed.

However, Mitigation Measure PAL-1 has been included to provide procedures to be followed in the unlikely event that potential paleontological resources are discovered during grading or excavation activities. Mitigation Measure PAL-1 requires that work shall cease within 50 feet of a find until a qualified paleontologist has evaluated the find in accordance with federal and state regulations. Mitigation Measure PAL-1 would reduce potential impacts to undiscovered archaeological resources to a less than significant level.

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

Existing Regulations that Reduce Potential Impacts

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

California Building Code: The project plans and specifications shall implement compliance with the California Building Code as included in the City's Municipal Code Section 9.12.040.210 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading and building plans and specifications prior to issuance of grading and building permits.

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

Water Quality Management Plan: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all post-construction, site design, source control, and treatment control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters. The WQMP shall comply with GGMC Section 6.40.050, the Orange County DAMP, and the Santa Ana Region, Regional Water Quality Control Board (RWQCB) requirements in effect at the time permitting.

Mitigation Measures

Mitigation Measure PAL-1: Paleontological Resources. Construction plans and specifications shall state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2010) definition for qualified profession paleontologist) has evaluated the find. If a fossil is determined to be significant, the qualified paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued,

and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

If any fossil remains are discovered, the qualified paleontologist shall make a recommendation whether monitoring shall be required for the continuance of earth moving activities. Prior to commencement of grading activities, the City of Garden Grove Building and Safety Division, shall verify that all project grading and construction plans specify the requirements herein related to the unanticipated discovery of paleontological resources.

After completion of the salvage and curation of any resources, the qualified paleontologist shall prepare a report summarizing the results of the monitoring and salvage efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the City Director of the City Community Development Department, or designee, and the Natural History Museum of Los Angeles County.

References

U.S. Geological Survey U.S. Quaternary Fault Mapping. Accessed: https://usgs.maps.arcgis.com/

City of Garden Grove Municipal Code. Accessed: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

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

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

Geotechnical Evaluation, prepared by Geotek (Geo 2022).

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc, 2022 (Phase I 2022).

Society of Vertebrate Paleontology. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Accessed: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis prepared by EPD Solutions, Inc., which is included as Appendix A.

GHG Thresholds

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

The principal GHGs of concern contributing to the greenhouse effect are CO_2, CH4, N2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal. The large majority of GHG emissions generated from commercial projects are related to vehicle trips.

The SCAQMD has proposed interim numeric GHG significance thresholds that are based on capture of approximately 90 percent (90%) of emissions from residential or commercial development, which is 3,000 metric tons carbon dioxide equivalent (MTCO2e) per year (SCAQMD 2008). In 2008 the SCAQMD used the Executive Order S-3-05 year 2050 goal from 2005 as the basis for the 3,000 metric ton threshold. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate. Therefore, for purposes of examining potential GHG impacts from implementation of the proposed project, the threshold of 3,000 MTCO2e is utilized herein to determine if GHG emissions from this project would be significant.

Also, SCAQMD methodology to calculate a project's GHG construction emissions is to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the

3,000 metric ton threshold. This approach is widely used by cities in the South Coast Air Basin, including the City of Garden Grove.

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

Less than Significant Impact

Construction

During construction, temporary sources of GHG emissions include use of heavy-duty construction equipment onsite, use of construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. The combustion of fossil-based fuels creates GHGs such as CO2, CH4, and N2O.

The proposed project would remove the existing improvements, pavement, infrastructure, and landscaping on the site and redevelop the site with 30 new townhome residences. As shown on Table GHG-1, the project has the potential to generate a total of approximately 9 MTCO2e per year from construction emissions amortized over 30 years per SCAQMD methodology.

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

Activity	Annual GHG Emissions ($MTCO_2e$)
2024	231
2025	43
Total Construction Emissions	274
Total Emissions Amortized Over 30 Years	9

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

Operation

Operation of the proposed 30 residential townhomes uses would result in GHG emissions from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the residences would be generated offsite by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

As shown in Table GHG-2, the proposed project would result in 274 MTCO2e operational emissions, plus 9 MTCO2e amortized construction emissions to result in a total of 283 MTCO2e, which is below the 3,000 MTCO2e threshold. The CalEEMod modeling prepared for the project does not include the reduction in emissions that would occur from future non-operation of the existing restaurant building, which provides a conservative analysis of potential impacts. As the gross increase in GHG emissions would not exceed the threshold, impacts would be less than significant, and no mitigation measures are required.

Table GHG-2: Total Project Generated Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Project Operational Emissions	
Mobile	204
Area	1
Energy	60
Water	3
Waste	7
Refrigeration	0
Total Project Operation Emissions	274
Amortized Project Construction Emissions	9
Total Net Emissions	**283**
Significance Threshold	3,000
Threshold Exceeded?	**No**

Source: AQ, Energy, and GHG Impact Analysis, Appendix A.

A majority of GHG emissions generated from the project would be from vehicle trips. However, the LOS Screening Analysis (Appendix B) prepared for the project details that operation of the 30 townhomes would reduce vehicular trips by 402 daily trips in comparison to operation of the restaurant building on the site. Therefore, the project would result in reduced vehicular GHG emissions as compared to the existing land use. Overall, the project's GHG emissions would not exceed the SCAQMD threshold and would be less than significant. No mitigation measures are required.

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

No Impact. The proposed project would redevelop the site with 30 residential townhomes that would comply with state programs that are designed to be energy efficient. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the project would not exceed the GHG emissions threshold that is based on the Executive Order S-3-05 year 2050 goal, and would reduce GHG emissions in comparison to operation of the existing use. In addition, the project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted and implementation activities are ongoing. The advanced clean car standards are regulations for car manufacturers; and cap-and-trade refers to a policy tool where emissions from a certain region or sector (e.g., electricity generation, petroleum refining, cement production) are limited to a certain amount and emissions reductions can be traded ultimately providing flexibility on how the emitter can comply. The project would redevelop the project site for new residential townhomes that would not conflict with automobile fuel regulations, car standards, or cap-and-trade. The project would include solar infrastructure and electric vehicle plug in facilities as required by CalGreen/Title 24 regulations that are included in the GGMC as Section 18.04.010.

- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) residences and related infrastructure, appliances, irrigation. Title 24 is included in the GGMC as Section 18.04.010, which would provide efficient energy and water consumption. The City's administration of the requirements includes review of the energy conservation measures during the permitting process, which ensures that all requirements are met.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires low carbon content of fuel sold in California. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicles trips generated by the project within the state would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The project is required to comply with AB 1881 landscaping requirements (included in the GGMC in Section 9.12.040.085 and pursuant to the Title 24 regulations in GGMC Section 18.04.010), which would be verified by the City during the project permitting process.

Overall, implementation of the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Thus, impacts would not occur, and no mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to greenhouse gases.

CalGreen Compliance. As listed previously in Section 6, *Energy*.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

References

Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A), prepared by EPD Solutions, 2023.

Level of Service (LOS) Screening Analysis, prepared by EPD Solutions, Inc., Appendix B.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project 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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires ?	☐	☐	☐	☒

The discussion below is based on the Phase I Environmental Site Assessment, which is included as Appendix C.

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

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human

health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

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

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

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

Less than Significant Impact.

Construction
Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release during construction, best management practices (BMPs) are implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict onsite handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities including secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;

- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

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

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

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

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

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

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

Less than Significant Impact. The closest existing school to the project site is the Sunnyside Elementary School, which is located approximately 600 feet southwest of the project site at 9972 Russell Avenue. As described in response a), construction and operation of the project would involve the use, storage, and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near the school. In addition, the proposed residential uses would not involve the use or handling of acutely hazardous materials.

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

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

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

e) For a project 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 an airport land use plan or within 2 miles of an airport. The closest air facility to the project is the Los Alamitos Joint Forces Training Base, located approximately 5.15 miles northwest of the project site. The closest public airport to the project site is John Wayne Airport, which is located over 7 miles to the southeast of the project site. In addition, the Fullerton Municipal Airport is located approximately 8 miles to the north of the site. Therefore, the project would not result in a safety hazard for

people residing or working in the project area, and no impacts would occur. No mitigation measures are required.

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

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

Construction
The proposed construction activities, including equipment and supply staging and storage, would occur within the project site, and would not restrict access of emergency vehicles to the project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed project would not require closure of Brookhurst Street or Central Avenue. Any temporary lane closures needed for utility connections or driveway access construction would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual (Caltrans 2014), as incorporated into a Traffic Management Plan for the project that the City requires for receipt of construction permits. The Traffic Management Plan would include designated haul routes, temporary traffic control devices, travel time restrictions, and other elements determined through the construction review and permitting process by the City's Public Works Division that would ensure that substantial traffic queuing along Brookhurst Street would not occur, and that all construction equipment would be staged on site. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level. No mitigation measures are required.

Operation
Direct access to the project site would be provided from driveways along Brookhurst Street and Central Avenue. The project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers) that would be reviewed and approved by the City for compliance with GGMC standards that include the California Fire Code, which is adopted by reference in GGMC Chapter 18.04 and as amended in GGMC Chapter 18.16. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No mitigation measures are required.

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

No Impact. The project site is within an urbanized residential area of the City of Garden Grove. The project site is surrounded by developed and urban areas. The project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the project site is not within a fire hazard zone. As a result, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

SWPPP. As listed below in Section 10, *Hydrology and Water Quality*.

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

Lead Based Paint: Prior to issuance of demolition permits, the project applicant shall submit verification to the City Building and Safety Division that a lead-based paint survey has been conducted. If lead-based paint is found, the project applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint. Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead.

Mitigation Measures

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

References

California Department of Forestry and Fire Protection (CAL FIRE). 2023. Fire Hazard Severity Zone Map. Accessed: https://forestwatch.maps.arcgis.com/apps/Styler/index.html?appid=5e96315793d445419b6c96f89ce5d153

California Department of Toxic Substances Control EnviroStor database. Accessed: https://www.envirostor.dtsc.ca.gov/public/

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc, 2022 (Phase I 2022).

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

The discussion below is based on the Preliminary Hydrology Report and the Preliminary Water Quality Management Plan, which are included as Appendix E and F.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

Construction

Implementation of the proposed project includes demolition of the existing building, pavement, and infrastructure, site preparation, construction of new buildings, and infrastructure improvements. Demolition of existing structures, grading, stockpiling of materials, excavation, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which would have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality. However, Section 6.40.050 of the GGMC states that all new development and significant redevelopment within the City shall be undertaken in accordance with the County Drainage Area Management Plan (DAMP), including any conditions and requirements established related to the reduction or elimination of pollutants in storm water runoff from the project site, which are verified prior to the issuance of a grading permit and/or building permit by the City.

The DAMP requires construction sites to implement BMPs that address control of construction related pollutants discharges, including erosion/sediment control, onsite hazardous materials, and waste management (DAMP Section 8.0). Additionally, the Statewide NPDES Permit for General Construction Activity requires implementation of a SWPPP, by a Qualified SWPPP Developer. The SWPPP is required to be consistent with the County DAMP; address site-specific conditions related to construction; identify the sources of sediment and other pollutants that may affect the quality of storm water discharges during construction; and implement erosion control and sediment control BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in water discharges during construction. Typical erosion control methods that are designed to minimize potential pollutants entering stormwater during construction include:

- Perimeter gravel bags or silt fences to prevent offsite transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Adherence to a City approved SWPPP, which would be verified prior to the issuance of a demolition and/or grading permit would ensure that potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant. No mitigation measures are required.

Operation

The proposed project includes operation of new residential uses. Potential pollutants associated with the proposed uses include various chemicals from cleaners, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality.

However, operation of the proposed project would be required to comply with the requirements of the County DAMP and would be required to implement a Water Quality Management Plan (WQMP) that includes Low Impact Development (LID) features and BMPs to limit the potential for pollutants to enter surface water, such as storm water runoff. The Preliminary WQMP has been completed and is included as Appendix F. The purpose of a WQMP is to reduce discharge of pollutants by reducing or eliminating sources of pollutants, capture pollutants, and manage site runoff volumes and flow rates through application of appropriate LID features and BMPs. The WQMP is required to include implementation of non-structural, structural, source control and treatment control BMPs that have been designed to protect water quality. As described in the project description, the project would install drainage features to convey runoff to a raised bioretention planter that would be installed on the site, which has been designed to capture, infiltrate, and treat flows from the 85th percentile storm as required by the DAMP. The additional types of BMPs that would be implemented as part of the project WQMP are listed in Table WQ-1.

Table WQ-1: Types of BMPs Incorporated into the Project WQMP

Type of BMP	Description of BMPs
LID Site Design	Optimize the site layout: The site has been designed so that runoff from impervious surfaces would flow to either landscaped areas or an underground infiltration tank for treatment by infiltration.
	Use pervious surfaces: Landscaping is incorporated into the project design to increase the amount of pervious area and onsite retention of stormflows.
Source Control	Storm Drain Stenciling: All inlets/catch basins would be stenciled with the words “Only Rain Down the Storm Drain,” or equivalent message.
	Design and construct trash and waste storage areas to reduce pollution introduction.
	Need for future indoor & structural pest control: The buildings would be designed to avoid openings that would encourage entry of pests.
	Landscape/outdoor pesticide use: Landscape plans would accomplish all of the following: • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution. • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.
	Roofing, gutters, and trim: The architectural design would avoid roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff.
	Sidewalks and parking lots: Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing would be collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser would be collected and discharged to the sanitary sewer and not discharged to a storm drain.
Treatment Control	Biofiltration Systems: The underground infiltration tank system proposed for the project would detain runoff, filter it prior to discharge.

As described previously, a WQMP is required to be approved prior to the issuance of a building or grading permit. The project's WQMP would be reviewed and approved by the City to ensure it complies with the DAMP regulations. In addition, the City's permitting process would ensure that all LID features in the WQMP would be implemented with the project. Overall, implementation of the WQMP pursuant to the existing regulations would ensure that operation of the proposed project would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality; and impacts would be less than significant. No mitigation measures are required.

b) 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 project site is largely (61.8%) impervious, as it is generally covered by the existing pavement or building structure, except for the undeveloped eastern portion of the site. In the existing condition, storm flows drain across the site to the north toward Central Avenue and Brookhurst Street. Although a portion of the site is undeveloped, the project site does not currently provide for groundwater recharge.

The project would redevelop the site with residential uses which would increase the impervious areas onsite because the currently undeveloped portion of the site would be developed. After project development, the site would contain 80 percent (80%) impervious areas, which would be an increase of 18.2 percent (18.2%) of onsite impervious areas. However, unlike the existing conditions, stormwater would be conveyed to a 5-foot-wide raised bioretention planter located adjacent to Brookhurst Street that has been designed to treat and infiltrate flows. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

In addition, groundwater within the project region is managed by the Orange County Water District (OCWD). To ensure the Basin is not overdrawn, OCWD monitors water levels and recharges the Basin with local and imported water. Continued management of the groundwater basin by OCWD ensures that substantial depletion of groundwater supplies would not occur. Thus, impacts related to the groundwater recharge would not occur. No mitigation measures are required. The evaluation of water supplies needed for the project is provided in Section 19, *Utilities and Service Systems*.

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

Less than Significant Impact. The project site does not include a stream, river, creek, or other water body.

Construction

Construction of the proposed project would require demolition of the existing building foundation and floor slabs and pavement, and excavation and grading activities that would expose and loosen building materials and sediment, which has the potential to mix with storm water runoff and result in erosion or siltation offsite. However, the project site does not include any slopes, which reduces the erosion potential.

The NPDES Construction General Permit and Orange County DAMP require preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities.

The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities.

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. With implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion, siltation, and increases in stormwater runoff would be less than significant. No mitigation measures are required.

Operation

The Preliminary WQMP details that the project site currently consists of 61.8 percent (61.8%) impervious surfaces and 38.2 percent (38.2%) pervious surfaces. After completion of project construction, the site would be 80.0 percent (80.0%) impervious and 20.0 percent (20.0%) pervious (Appendix F), which is a reduction of 18.2 percent (18.2%) pervious surface area. The impervious areas would not be subject to erosion and the pervious areas would be landscaped with groundcovers that would inhibit erosion.

The proposed project would maintain the existing drainage pattern. In the existing condition, storm flows drain across the site to the north toward Central Avenue and Brookhurst Street. With implementation of the project, stormwater runoff would be conveyed to landscape areas and to a 60-inch underground detention pipe and then pumped into a five-foot-wide (664 square foot) raised bioretention planter located adjacent to Brookhurst Street that would provide infiltration and drainage to a parkway culvert adjacent to Brookhurst Street that would convey flows to the City's existing storm drain system. As shown in Table WQ-2, the project runoff conditions for a 100-year storm would decrease by 1.92 cfs from predevelopment conditions with the proposed drainage system, which would reduce the potential of onsite soils being eroded compared to the existing condition.

Table WQ-2: 100-Year Storm Water Flow Comparison

	Pervious Area	Impervious Area	100-Year Flow (cfs)	Flow Reduction (cfs)
Existing Condition	20,230 SF	32,757	7.16	1.92
Proposed Condition	10,597 SF	42,390	5.24	

Source: Preliminary Hydrology Report, Appendix E and Preliminary WQMP, Appendix F
SF= square feet
cfs = cubic feet per second

Additionally, the DAMP requires new development projects to prepare a WQMP t including BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. The Preliminary WQMP has been completed and is included as Appendix F. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City to ensure that the site-specific design limits the potential for erosion and siltation. Overall, the proposed drainage system and adherence to the existing regulations would ensure that project

impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The project site does not include, and is not adjacent to, a stream or river. Implementation of the project would not alter the course of a stream or river.

Construction
Construction of the proposed project would require demolition of the existing building, including foundation, floor slabs, and utilities systems, and would require excavation and grading activities. These activities could temporarily alter the existing drainage pattern of the site and change runoff flow rates. However, as described previously, implementation of the project requires a SWPPP that would address site specific drainage issues related to construction of the project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern (including those of a stream or river) during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP as verified by the City through the construction permitting process would prevent construction-related flooding impacts from potential alteration of a drainage pattern, stream, or river on or offsite from development activities. Therefore, construction impacts would be less than significant. No mitigation measures are required.

Operation
As described previously, the proposed project would result in an 18.2 percent (18.2%) increase of impervious surfaces. However, the project would maintain the existing drainage pattern and convey runoff to landscape areas and to a 60-inch underground detention pipe and then pumped into a five-foot-wide (664 square foot) raised bioretention planter located adjacent to Brookhurst Street that would provide infiltration and drainage to a parkway culvert adjacent to Brookhurst Street that would convey flows to the City's existing storm drain system. This proposed drainage has been designed to capture, infiltrate, and treat flows pursuant to the DAMP requirements. As shown in Table WQ-2, the project runoff conditions for a 100-year storm would decrease by 1.92 cfs from predevelopment conditions with the proposed drainage system. As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City to ensure that these design flows would be accommodated. Overall, the proposed drainage system and adherence to the existing DAMP regulations would ensure that project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant. No mitigation measures are required.

ciii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. As described previously, the project site does not include, and is not adjacent to, a stream or river. Implementation of the project would not alter the course of a stream or river.

Construction
As described in the previous response, construction of the proposed project would require demolition and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in

increased runoff and polluted runoff if drainage is not properly controlled. However, implementation of the project requires a SWPPP that would address site specific pollutant and drainage issues related to construction of the project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in run-off and pollution from development activities. Therefore, impacts would be less than significant. No mitigation measures are required.

Operation

As described previously, the project site is largely (61.8%) impervious and redevelopment of the site would increase impervious areas by 18.2 percent (18.2%). However, storm flows would drain to landscape areas and to a 60-inch underground detention pipe and a 5-foot-wide raised bioretention planter that have been designed to accommodate the project and would provide stormwater filtration, as required by the DAMP. As shown in Table WQ-2, the project runoff conditions for a 100-year storm would decrease by 1.92 cfs from predevelopment conditions with the proposed drainage system. Therefore, redevelopment of the project site would not result in an increase in runoff that would exceed the capacity of the existing City storm drain system or provide substantial additional sources of polluted runoff. No mitigation measures are required.

civ) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would impede or redirect flood flows??

Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06059C0139, the project site is not within a flood zone. As detailed in the previous responses, storm flows would drain to landscape areas and to a 60-inch underground detention pipe and a 5-foot-wide raised bioretention planter that have been designed to accommodate the project per the 85th percentile storm water flows as required by the DAMP. As shown in Table WQ-2, the project runoff conditions for a 100-year storm would decrease by 1.92 cfs from predevelopment conditions with the proposed drainage system. Therefore, the project would not result in impeding or redirecting flood flows by the addition of the impervious surfaces. As detailed previously, the City's permitting process would ensure that the drainage system specifications adhere to the DAMP regulations, and compliance with existing regulations would ensure that impacts would be less than significant. No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

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

Tsunamis are generated ocean wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The proposed project is approximately 6 miles from the ocean shoreline. Based on the distance of the project site to the Pacific Ocean, the project site is not at risk of inundation from tsunami. Therefore, the proposed project would not risk release of pollutants from inundation from a tsunami. No impact would occur, and no mitigation is required.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The project site is not located adjacent to any water retention facilities. For this reason, the project site is not at risk of inundation from seiche waves. Therefore, the proposed project would not risk the release of pollutants from inundation from seiche. No impact would occur, and no mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As described previously, use of BMPs during construction implemented as part of a SWPPP as required by the NPDES Construction General Permit, would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Thus, construction of the project would not conflict or obstruct implementation of a water quality control plan.

Also, as described previously, new development projects are required to implement a WQMP that would comply with the Orange County DAMP. The WQMP and applicable BMPs are verified as part of the City's permitting approval process, and construction plans would be required to demonstrate compliance with these regulations. Therefore, operation of the proposed project would not conflict with or obstruct a water quality control plan.

In addition, as detailed previously, groundwater within the project region is managed by OCWD. To ensure the Basin is not overdrawn, OCWD monitors water levels and recharges the Basin with local and imported water. Continued management of the groundwater basin by OCWD ensures that substantial depletion of groundwater supplies would not occur. Thus, impacts related to water quality control plan or sustainable groundwater management plan would be less than significant. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

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

Water Quality Management Plan: Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Division. The WQMP shall identify all post-construction, site design, source control, and treatment

control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters. The WQMP shall comply with GGMC Section 6.40.050, the Orange County DAMP, and the Santa Ana Region, Regional Water Quality Control Board (RWQCB) requirements in effect at the time permitting.

Mitigation Measures

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

References

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

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

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

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

Preliminary Hydrology Report, 2023. Prepared by CA Engineering, Inc.

Preliminary Water Quality Management Plan, 2023. Prepared by CA Engineering, Inc.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The project site is currently developed with a vacant and fire damaged restaurant building. The undeveloped portion of the site is currently fenced, but was previously developed with a two-bedroom, one-bathroom single-family residence that was demolished in 2018. The project site is part of the established community and is located within an urban area and is adjacent to roadways, residential, and commercial uses. Direct access to the site is provided by driveways along Brookhurst Street and Central Avenue, which bounds the west and north sides of the project site. Retail commercial uses and both single-family and multi-family residences are located to the west beyond Brookhurst Street, and single-family residences are located to the north of the site beyond Central Avenue. Single-family residences are adjacent to the east of the site followed by Flower Street, and the Enterprise-Rent-A-Car commercial use is located adjacent to the south of the site, followed by Imperial Avenue.

The proposed project would redevelop the site to provide 30 residential townhomes with open space, landscaping and parking. The new residences would be accessed by a driveway along Brookhurst Street and a driveway along Central Avenue, which is consistent with the existing site access. The proposed townhomes would be consistent with the existing residential uses and the neighborhood commercial uses surrounding the site. Therefore, the change of the project site from a vacant and damaged restaurant building and fenced undeveloped lot to new residential townhomes with open space and landscaping would not physically divide an established community. In addition, the project would not change roadways or install any infrastructure that would result in a physical division. Thus, the proposed project would not result in impacts related to physical division of an established community. No mitigation measures are required.

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. As detailed in Section 4.0, *Biological Resources*, trees in the public right-of-way in the City are protected under Chapter 11.32 of the GGMC, which regulates the planting, maintenance, and removal of trees in public locations in the City. The project site contains scattered ornamental trees that are on private property and not subject to the City ordinance. Any street trees that would be planted, moved, or replaced within either the Brookhurst Street or Central Avenue right-of-way as part of the project would comply with the removal, moving, and planting regulations included Chapter 11.32 of the GGMC that would be

implemented and verified through the City's development permitting process. Therefore, no conflict with regulations related to trees would occur.

General Plan

The project site currently has a General Plan land use designations of Light Commercial (LC) and Low Medium Density Residential (LMR), as shown previously in Figure 6. The General Plan describes that the LC land use is intended to allow a range of commercial activities and allows a maximum FAR of 0.55, and that the LMR land use designation is intended for the development of residential uses at a density of 11.1 through 21 dwelling units per acre.

The proposed project includes a General Plan Amendment to change the land use designation of the site to Medium Density Residential (MDR) that allows a residential density between 18.1 and 32 dwelling units per acre. Consistent with the proposed MDR designation, the project would develop the 1.22-acre project site with 30 residential townhomes, which would result in a density of 24.6 dwelling units per acre and be within the allowable MDR residential density. The project would be consistent with the density allowable under the proposed General Plan land use designations. The proposed land use designation change and development of residential townhomes on the site pursuant to the MDR General Plan land use designation would not result in conflict with any regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation measures are required.

Zoning

The site is zoned Neighborhood Commercial (C-1) and zoned Limited Multiple Residential Zone (R-2), as shown previously in Figure 5. Section 9.16.020.020 of the Municipal Code describes that the C-1 zone is intended to provide for business at the neighborhood level in small scale convenience shopping facilities. In addition, Section 9.12.020.020 of the Municipal Code describes that the R-2 zone is intended to provide for multiple attached or detached residential dwellings as a transition between lower density, single-family detached residences, and higher-density residential or non-residential uses.

The proposed project includes a zoning designation amendment to change the zoning of the site to R-3 (Multiple-Family Residential) that allows up to 32 dwelling units per acre. The Project would redevelop the unutilized vacant commercial site and adjacent undeveloped lot to provide new townhomes pursuant to the R-3 zoning standards. The site is located within a mixed-use neighborhood characterized by commercial plazas and multi-story residential buildings. Uses within the one-mile radius from the site consist of both commercial and high-density residential developments including the Brookhurst Triangle (48 units/acre), Michael Dao Mixed Use Building (28 units/acre), and the Garden Brook Senior Housing (78 units/acre). In addition, surrounding zoning districts from the project site include R-3, which allows up to 32 units per acre, GGMU-1, which allows 60 units per acre, and GGMU-3, which allows 48 units per acre. Considering the site is surrounded by zoning districts and new developments with a much higher density, the construction of 30 residential units (27 units/acre) at this location would create a transition from higher to lower density neighborhood located to the west of the subject site. Thus, the proposed zoning designation amendment and development of townhomes on the site pursuant to the R-3 zoning designation would not result in conflict with any regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

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

MRZ-1: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-2: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

MRZ-3: An area containing mineral deposits, the significance of which cannot be evaluated.

MRZ-4: An area where available information is inadequate for assignment to any other MRZ zone.

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

The project site has no history of mining. In addition, the site is located within a residential and commercial retail area that does not include mining. Therefore, implementation of the project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur. No mitigation measures are required.

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

No Impact. The project site and the surrounding vicinity are highly urbanized, and they are not in or near a mining site identified by the City's General Plan. The site currently has General Plan land use and zoning designations for residential and commercial uses. No mineral extraction activities occur on or near the project

site, and it is not located within an area known to contain locally important mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan as a result of project implementation. No impacts would occur. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

No mitigation measures related to mineral resources are required.

References

California Department of Conservation Mineral Land Classification Map Anaheim Quadrangle. Accessed: https://maps.conservation.ca.gov/mineralresources/

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

City of Garden Grove Focused General Plan Update and Zoning Amendments Draft Environmental Impact Report (SCH# 2021060714), 2021. Accessed: https://ceqanet.opr.ca.gov/Project/2021060714

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

The discussion below is based on the Noise Impact Analysis prepared by Vista Environmental, 2023, which is included as Appendix G.

State Law

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

City of Garden Grove General Plan Noise Element

The City's General Plan Noise Element includes a compatibility matrix (Table 7-1) to determine if new land uses are compatible with the existing noise environment. The table identifies noise environments that are less than 60 dBA CNEL to be normally compatible with low density and single-family residential uses; and noise environments that are less than 70 dBA CNEL to be normally compatible with commercial retail/restaurant development, such as the proposed project.

Garden Grove Municipal Code

GGMC Section 8.47.040 outlines the City's exterior noise limits as it relates to stationary noise sources. The residential limits are listed below:

- Residential Uses: 55 dBA between 7:00 a.m. and 10:00 p.m.
  50 dBA between 10:00 p.m. and 7:00 a.m.

GGMC Section 8.47.050(C) states that the following criteria be used whenever the ambient noise level exceeds the City's standards:

1. The noise standard for a cumulative period of more than 30 minutes in any hour;

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

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

Federal Transit Administration

The FTA *Transit Noise and Vibration Impact Assessment* (2018) provides construction noise criteria to determine if the project would create a substantial temporary noise increase to the nearby sensitive receptors. The criteria provide a residential threshold of 90 dBA Leq during the daytime and 80 dBA Leq during the nighttime.

The FTA *Transit Noise and Vibration Impact Assessment* also provides thresholds for increases in ambient noise from vehicular traffic based on increases to ambient noise. An impact would occur if existing noise levels at noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA Ldn and the project creates an increase of 3 dBA or greater project-related noise level increase; or if existing noise levels range from 60 to 65 dBA Ldn and the project creates 2 dBA or greater noise level increase. Noise level increase of 1 dBA or less would not result in an impact.

Caltrans Transportation and Construction Vibration Guidance Manual

California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual guidelines are used as a screening tool for assessing the potential for adverse vibration effects related to structural damage and human perception. The guidance manual provides thresholds for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources at 0.04 inch per second PPV for continuous sources; and that the threshold for building damage to older residential structures and other older buildings of 0.5 inch per second PPV.

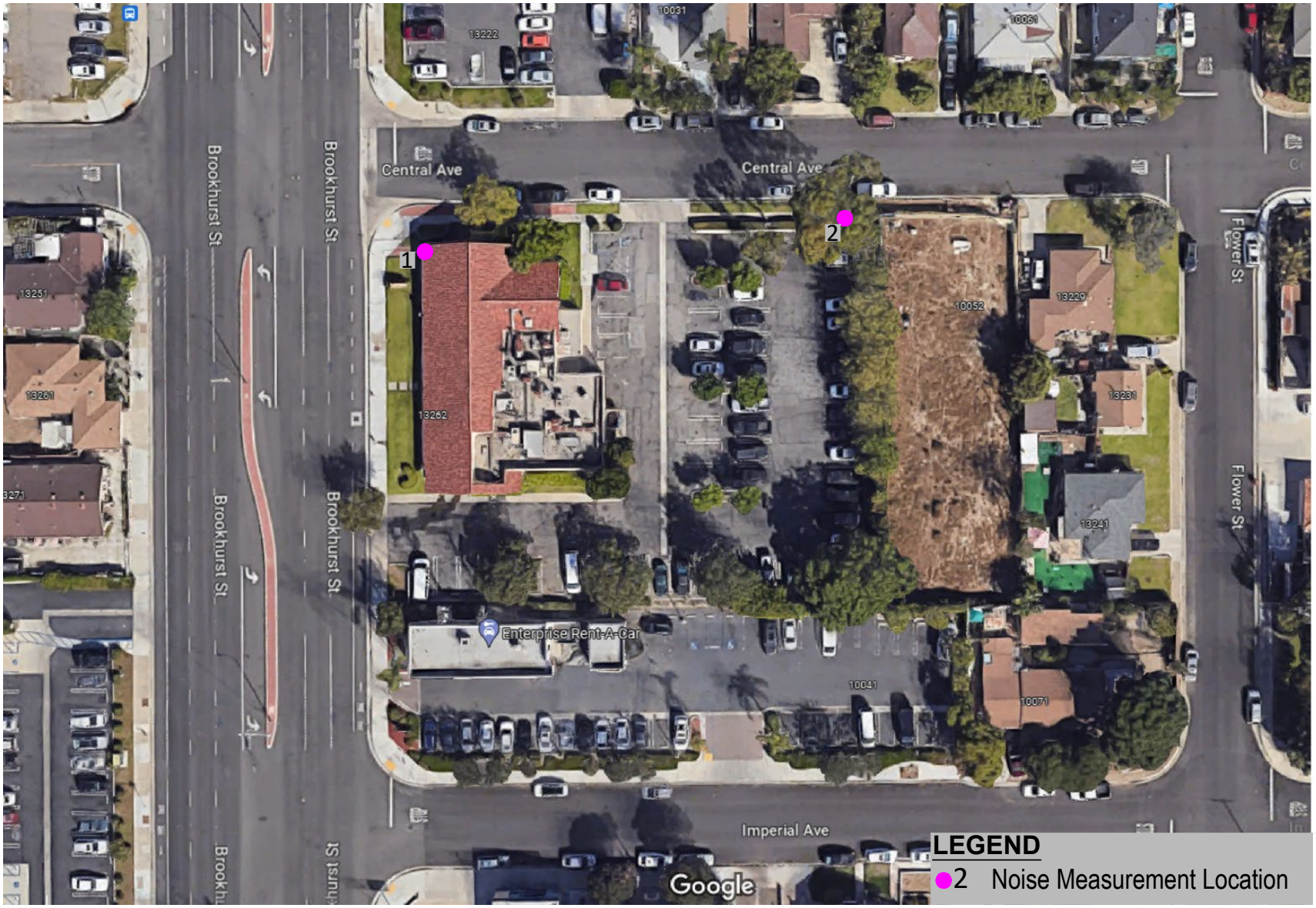
Sensitive Receptors

The nearest sensitive receptors to the project site are single-family residences located approximately 5 feet east of the project site, there is also a single-family residence located approximately 15 feet south of the project site, and single-family residences as near as 70 feet north of the project site. The nearest school is Sunnyside Elementary School that is located approximately 600 feet southwest of the project site.

Existing Ambient Noise Levels

To identify the existing ambient noise levels in the project area, noise level measurements were taken on the project site on May 9, 2023 for a 24-hour period. Figure 16 shows the location of the noise measurements. As shown on Table N-1, noise levels in the project area range from 46.4 to 74.2 Community Noise Equivalent Level (CNEL).

Noise Measurement Locations



Brookhurst and Central Townhome Project
City of Garden Grove

Figure 16

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

Site No.	Noise Measurement Location	Average (dBA L_{eq})	Maximum (dBA L_{max})	(dBA $L_{eq\ 1\text{-}hour}$/Time)		Average (dBA CNEL)
				Minimum	Maximum	
1	Northwest corner of the existing structure on the project site, approximately 80 feet east of the Brookhurst Street centerline and 40 feet south of the Central Avenue centerline.	70.9	98.0	61.7 2:44 a.m.	74.2 4:11 p.m.	75.3
2	Northwest corner of the fence that is located around vacant lot on east side of project site, approximately 30 feet south of the Central Avenue centerline.	56.6	75.0	46.4 2:44 a.m.	60.5 7:21 p.m.	61.3

Source: Noise Impact Analysis, Appendix G.

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

Less than Significant with Mitigation Incorporated

Construction

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high noise levels. Construction is expected to occur in the following stages: demolition, site preparation, grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment can range from approximately 77 dBA to 90 dBA when measured at 50 feet, as shown on Table N-2.

Table N-2: Construction Reference Noise Levels

Equipment	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Demolition				
Concrete/Industrial Saw	1	20	90	90
Rubber Tired Dozer	1	40	85	82
Backhoe	1	40	80	78
Front End Loader	1	40	80	79
Tractor	1	40	84	N/A
Site Preparation				
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor	1	40	84	N/A
Grading				
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor	2	40	84	N/A

Equipment	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	1	40	85	83
Generator	1	50	82	81
Tractor	1	40	84	N/A
Welder	3	40	73	74
Paving				
Cement and Mortar Mixer	1	40	85	79
Paver	1	50	85	77
Paving Equipment	1	50	85	77
Rollers	1	20	85	80
Tractor	1	40	84	N/A
Architectural Coating				
Air Compressor	1	40	80	78

Source: Noise Impact Analysis, Appendix G.
Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

Per GGMC Section 8.47.060(d), construction activities are limited to occur between the hours of 7:00 a.m. and 10:00 p.m., within 500 feet of a residential area. The proposed project's construction activities would occur pursuant to these regulations, as ensured through the permitting process.

The construction noise from the proposed project would occur over a 12-18-month period and would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. During operation of construction equipment, power levels vary between one or two minutes of full power operation followed by three or four minutes at lower power settings which results in a range of noise levels.

For each phase of construction, all construction equipment was analyzed based on being placed in the middle of the project site, per the FTA Manual for a General Assessment, and is based on the rationale that mobile equipment would likely move around the entire project site in a typical workday. As such, the middle of project site would provide the acoustical average noise level created over a typical workday. However, to provide a conservative analysis, all equipment for each phase of construction was analyzed as if operating simultaneously, instead of just the two nosiest pieces of equipment as recommended by the FTA Manual.

As shown on Table N-3, construction noise at the closest residences would range from 76 to 79 dBA Leq, which would not exceed the 90 dBA Leq threshold during the daytime for residential uses. Typically, the analyzed phases of construction would occur sequentially; however, it should be noted that due to the logarithmic properties of addition of two distinct noise sources, the most that the noise may be increased if two construction phases occurred concurrently would be an additional 3 dB above the higher construction phase noise. As such, the worst-case noise level that may occur with two construction phases occurring simultaneously would be 82

dBA Leq at the residence to the south, which would not exceed the FTA construction noise standard of 90 dBA. Therefore, construction noise impacts would be less than significant, and no mitigation measures are required.

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

	Construction Noise Level (dBA Leq) at:		
Construction Phase	**Closest Residence to the East[1]**	**Closest Residence to the South[2]**	**Closest Residence to the North**
Demolition	76	79	76
Site Preparation	75	78	74
Grading	76	79	76
Building Construction	76	79	76
Paving	73	76	73
Painting	64	67	63
FTA Construction Noise Threshold	**90**	**90**	**90**
Exceed Threshold?	**No**	**No**	**No**

Source: Noise Impact Analysis, Appendix G.
[1] The homes to the east are located as near as 153 feet from the center of the project site.
[2] The homes to the south are located as near as 108 feet from the center of the project site.
[3] The home to the north are located as near as 163 feet from the center of the project site.
Source: RCNM, Federal Highway Administration, 2006

Operation

Traffic Noise. As described in Section 17, *Transportation*, Table T-1, operation of the proposed project would generate 216 daily vehicle trips. According to the *City of Garden Grove Focused General Plan Update and Zoning Amendments Draft EIR,* Brookhurst Street in the vicinity of the project site had 52,057 daily trips in the year 2020, which included operation of the existing restaurant building on the site. The additional 216 daily vehicle trips in addition to the 2020 vehicle trips project would contribute up to 0.4 percent (0.4%) of the daily trips on Brookhurst Street. In order for project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dB[2], the ADT would have to double, or by 1.5 dB, the ADT would have to increase by 50 percent (50%). As such, the proposed project's roadway noise impacts would be negligible and would not result in a quantitative increase in roadway noise levels.

In addition, as detailed in Table T-2 (in Section 17, *Transportation*), the proposed project would result in 402 fewer daily trips than the operation of the 6,367 square foot restaurant. Thus, vehicular noise from the proposed project would be less than what was generated by the existing use. Therefore, operational roadway noise impacts to the nearby sensitive receptors would be less than significant, and no mitigation measures are required.

Onsite Noise. The Noise Impact Study modeled the onsite noise that would be generated by operation of the project, including noise from use of the proposed open space and recreation areas, vehicle parking and loading areas, and air conditioning units.

[2] In a normal noise environment, it is generally accepted that the average healthy ear can barely perceive a noise level change of 3 dBA. A 3 dB increase is typically referred to as the threshold of perception (Caltrans, 2013).

The proposed open space recreation area would be located in the central portion of the project site and would be surrounded by the proposed residences. As such, noise created from the central open space area would be shielded by the proposed residential structures and the proposed CMU walls that are proposed along the west, south, and east boundaries of the site where the adjacent and nearby residences are located. Therefore, operation of the open space recreation areas would not result in noise impacts to existing offsite sensitive receptors, and no mitigation measures are required.

A majority of the vehicular parking would be located within two-car garages that would be part of each residential townhome. In addition, four (4) additional open parking spaces would be provided along the southerly property line. Parking lots generate noise from vehicle engines, car doors being slammed, people talking, and various similar activities that average approximately 52.1 dBA at 5 feet. However, the proposed parking is located within garages and is adjacent to the southerly 6-foot-high CMU wall that would shield noise. From these locations, the parking lot noise at the closest residence would be 32.0 dBA, which would not exceed the City's daytime residential noise standard of 50 dBA or nighttime residential noise standard of 50 dBA. Therefore, the proposed parking areas would not result in noise impacts to existing offsite sensitive receptors, and no mitigation measures are required.

The typical residential air conditioning systems (such as the 2.5 ton Carrier Model No: CA15NA03-0-A and a 3 ton Carrier Model No: CA15NA036-0-A) produce noise levels between 73 dBA and 75 dBA at one meter. Noise modeling was conducted including the noise reduction provided by the proposed 6-foot-high CMU wall to determine the noise from air conditioning units at the closest residences. As shown in Table N-4, the air conditioning noise levels at the residences adjacent to the east of the site could reach 50.4 dBA Leq with use of the larger (3 ton) air conditioning unit. This would exceed the City's nighttime residential noise standard of 50 dBA.

Table N-4: Unmitigated Project Operational Noise Levels at Nearby Residences

	Operational Noise Levels (dBA Leq) at:		
Noise Source	**Residences to the East**	**Residences to the South**	**Residences to the North**
Air Conditioning Compressor Units[1]	50.4	48.1	36.9
Parking Lot[2]	21.8	32.0	18.3
Combined Noise Level	50.4	48.2	37.0
City Noise Standard[3] (Day/Night)	55/50	55/50	55/50
Exceed Standard (Day/Night)?	No/**Yes**	No/No	No/No

Source: Noise Impact Analysis, Appendix G.
Notes:
[1] Air conditioning based on a 3 ton compressor unit (Carrier Model CA15NA036-0-A) that produces a noise level of 75 dBA at 1 meter.
[2] Parking lot is based on a reference noise measurement of 52.1 dBA at 5 feet.
[3] From Section 8.47.040 of the City's Municipal Code.

Thus, Mitigation Measure NOI-1 is included to require installation of air conditioning unit that does not exceed a manufacturer sound rating of 74 dBA or installation of a manufacturer developed sound blanket for air conditioning units with manufacturer sound ratings above 74 dBA for the residential units located on the east side of the project site (identified as townhomes 23 to 30 on Figure 8, *Conceptual Site Plan*), which would

ensure that offsite nighttime noise from onsite air conditioning units would not exceed the City's noise standards. With the Carrier Sound Blanket installed, the 2.5 ton model produces a noise level of 72 dBA and the 3 ton model produces a noise level of 73 dBA at one meter. As shown in Table N-5, with implementation of Mitigation Measure NOI-1, the maximum noise level would be reduced to 49.4 dBA, which is within the City's residential daytime noise standard of 55 dBA and the nighttime noise standard of 50 dBA. Therefore, impacts would be less than significant with incorporation of mitigation.

Table N-5: Mitigated Project Operational Noise Levels at Nearby Residences

	Operational Noise Levels (dBA Leq) at:		
Noise Source	Residences to the East	Residences to the South	Residences to the North
Air Conditioning Compressor Units[1]	49.4	48.1	36.9
Parking Lot[2]	21.8	32.0	18.3
Combined Noise Level	49.4	48.2	37.0
City Noise Standard[3] (Day/Night)	55/50	55/50	55/50
Exceed Standard (Day/Night)?	No/No	No/No	No/No

Source: Noise Impact Analysis, Appendix G.
Notes:
[1] Air conditioning for homes to east based on implementation of Mitigation Measure NOI-1 that limits the condenser units on the east side of project site to 74 dBA at 1 meter.
[2] Parking lot is based on a reference noise measurement of 52.1 dBA at 5 feet.
[3] From Section 8.47.040 of the City's Municipal Code.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant with Mitigation Incorporated

Construction

Construction activities associated with the proposed project would require the operation of off-road equipment and trucks that are known sources of vibration. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Since neither the Municipal Code nor the General Plan provide a quantifiable vibration threshold, guidance from the *Transportation and Construction Vibration Guidance Manual*, prepared by Caltrans in 2013, has been utilized for this analysis, which is consistent with the thresholds utilized in the City's recent Focused General Plan Update and Zoning Amendments EIR. This Caltrans guidance provides thresholds for both building damage, where transient vibration sources may start to create damage to buildings at 0.5 inch per second peak particle velocity (PPV) and from human response, where transient vibration sources become distinctly perceptible at 0.24 inch per second PPV. Table N-6 shows the vibration levels shown in vibration velocity in decibels (VdB) that are produced from some common construction equipment that would be utilized during construction of the proposed project.

Table N-6: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Clam shovel drop (slurry wall)	0.202	94
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Noise Impact Analysis, Appendix G.

The primary source of vibration during construction would be from the operation of a bulldozer. Table N-6 shows that a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the closest offsite residence (5 feet to the east) would be 0.52 inch per second PPV, which exceeds both the 0.5 inch per second PPV threshold for damage to structures and the human annoyance threshold of 0.24 inch per second PPV. This would be considered a potentially significant impact.

As detailed in Table N-2, large bulldozers and similar vibration sources of equipment would be used during the demolition, site preparation, and grading phases of construction for the project. These phases of construction would consist of a limited and temporary period of time. As provided in Table 2, *Construction Schedule*, the demolition, site preparation, and grading activities would occur over a total of 26 working days. In addition, these levels of vibration would be highest at the closest sensitive receptors and would diminish with distance.

Mitigation Measure NOI-2 is included, which would restrict the use of a large dozer within 10 feet of the east property line that would be 15 feet from the residences to the east. For all grading activities that occur within 10 feet of the east property line, a small dozer or other type of equipment that is less than 150 horsepower shall be used. Table N-6 shows that a small bulldozer (defined as less than 150 horsepower) would create a vibration level of 0.003 inch-per-second PPV at 25 feet.

Based on typical propagation rates, the vibration level at the nearest residence from a small bulldozer operating at the property line would be 0.02 inch per second PPV and from a large bulldozer operating at 15 feet from the nearest residence (a 10-foot setback from the property line) would create a vibration level of 0.16 inch per second PPV. Both of these vibration levels would be below the structure damage threshold of 0.5 inch per second PPV threshold and the human annoyance threshold of 0.24 inch per second PPV. Therefore, with implementation of Mitigation Measure NOI-2, construction-related vibration impacts would be less than significant.

Operation

Operation of the proposed residential uses would include heavy trucks for residents moving in and out of the units and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, as shown on Table N-6, vibration levels from loaded trucks generate 0.076 inch per second PPV. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receptors would be less than 0.076 inch per

second PPV, which is less than the structure damage threshold of 0.5 inch per second PPV threshold and the human annoyance threshold of 0.24 inch per second PPV. Therefore, operational vibration impacts would be less than significant. No mitigation measures are required.

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 an airport land use plan or within 2 miles of an airport. The closest air facility is the Los Alamitos Joint Forces Training Base, located approximately 5.15 miles northwest of the project site. The closest public airport to the project site is John Wayne Airport, which is located over 7 miles to the southeast of the project site. In addition, the Fullerton Municipal Airport is located approximately 8 miles to the north of the site. Therefore, the project would not result in excessive noise levels related to airports, and no impacts would occur. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to noise.

Construction Noise: Project construction plans and specifications shall detail that construction activities shall occur in compliance with Municipal Code Section 8.47.060(d), which states that 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.

Mitigation Measures

Mitigation Measure NOI-1: Air Conditioner Units. The project plans, mechanical specifications, and occupancy permits shall require that the air conditioning condenser units for the proposed townhomes Nos: 23 to 30, which are located on the east side of the project site, shall not exceed a manufacturer sound rating of 74 dBA at one meter; or shall include installation of a manufacturer developed sound blanket for air conditioning units with manufacturer sound ratings above 74 dBA at one meter. Installation of sound blanket kits on the air conditioning condenser units shall provide a noise reduction to achieve 74 dBA at one meter.

Mitigation Measure NOI-2: Construction Equipment. The project's grading and construction plans and permitting specifications shall include the following requirements:

- Operation of all large bulldozers that are powered by a greater than 150 horsepower engine are restricted from operating within 10 feet of the eastern property line of the project site. The project construction plans and permitting specifications shall require the use of a small bulldozer (i.e., D1, D2, or D3 dozers) or other type of equipment that is less than 150 horsepower to perform all grading activities that are located within 10 feet of the eastern property line of the project site.

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receiver nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all construction.

References

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

City of Garden Grove Focused General Plan Update and Zoning Amendments Draft Environmental Impact Report (SCH# 2021060714), 2021. Accessed: https://ceqanet.opr.ca.gov/Project/2021060714

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

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

Noise Impact Analysis prepared by Vista Environmental, 2023 (Appendix G)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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

Less than Significant Impact. The project site is currently developed with a vacant restaurant building that is damaged and has been red tagged by the City, and the undeveloped portion of the site was previously used for a single-family residence that was demolished in 2018.

The California Department of Finance data from January 2023 states that there are 171,183 residents and 49,203 housing units within the City. Of these housing units, 97.4 percent (97.4%) of them were occupied. The different types of housing units in the City consist of 57.3 percent (57.3%) single-family residences, 8.7 percent (8.7%) were single-family attached residences, 8.7 percent (8.7%) were residences within buildings containing between 2 and 4 units, 22.2 percent (22%) were in buildings containing 5 or more units, and 3.2 percent (3.2%) consist of mobile homes. The average household size within the City is 3.53 persons per household. The Southern California Association of Governments (SCAG) Connect SoCal demographics and growth forecasts from 2020 project that the City's population will grow to 185,800 by the year 2045. This is an increase of 14,317 residents (8.4%) over the 2023 population.

Construction
Construction of the project would provide short-term jobs over an approximately 12 to 18-month period. Many of the construction jobs would be temporary and would be specific to the project. This workforce would include a variety of craftspeople, such as cement finishers, iron workers, welders, carpenters, electricians, painters, and laborers. It is anticipated that the project-related construction labor force would already be located in the project vicinity, travel from one construction project to another as needed, and workers would not be expected to relocate their places of residence as a consequence of working on the project. Therefore, the project would not be expected to induce substantial population growth or demand for housing through increased construction employment. No mitigation measures are required.

Operation
The project would redevelop the site with 30 residential townhomes. Based on the existing average household size of 3.53 persons per household, the 30 residences that would be developed on the project site would result in approximately 106 residents at full capacity. Assuming all residents on the Project site are new to Garden

Grove, this would equate to an increase of 0.06 percent (0.06%) of the City's existing population and would be 0.7 percent (0.7%) of the SCAG projected increase in residents within the City by year 2045. In addition, the 30 townhomes would result in a 0.06 percent (0.06%) increase in the number of housing units within the City. This is not considered a substantial increase due to the limited number of residents and residential units that would result from the project, which is located within an urban area.

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

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

No Impact. The project site is currently developed with a vacant building that was previously used as a restaurant. No housing currently exists on the project site, and displacement of housing and people would not occur as a result of project implementation. Therefore, the proposed project would not result in an impact related to the displacement of housing or people, and no mitigation would be required.

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

No mitigation measures related to population and housing are required.

References

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2020-2023. Sacramento, California, January 2023. Accessed: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/

Southern California Association of Governments Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), 2020. Accessed: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

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

Fire protection?

Less than Significant Impact. Fire protection and emergency medical services in the City has historically been provided by the Garden Grove Fire Department. However, in 2019, the Orange County Fire Authority (OCFA) took over fire suppression, emergency medical, rescue and fire prevention, and hazardous materials coordination services for the City of Garden Grove through a contract for services. There are seven City owned Fire Stations within the City. There are four City fire stations within two miles of the site, which are listed below in order of distance from the project site:

- Fire Station 80, located at 14162 Forsyth Lane, which is 0.9 mile from the project site.
- Fire Station 81, located at 11261 Acacia Parkway, which is 1.1 mile from the project site.
- Fire Station 82, located at 11805 Gilbert Street, which is 1.6 miles from the project site.
- Fire Station 86, located at 12232 West Street, which is 2.0 miles from the project site.

The proposed project would remove the vacant and damaged red tagged restaurant building and develop 30 new townhome residences on the site. The new townhomes would include new fire prevention infrastructure

pursuant to current code requirements. The City has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in Section 18.16.04 of the City Municipal Code, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout the site. The project's adherence to the existing fire code requirements would be verified as part of the City's regular permitting process.

As the site is within an area that is currently served by Fire Station 80 that is 0.9 mile from the site, and there are three other City fire stations within 2 miles of the site, OCFA would be able to continue to provide fire services to the project site and surrounding area from the existing fire stations. Additionally, the project would be constructed pursuant to existing California Fire Code regulations that would be verified during the City's permitting process. As the restaurant structure is aged, it is not consistent with current fire code standards Therefore, the project would provide new construction onsite that would provide improved fire safety compared to the restaurant structure. Also, the proposed project would result in a limited number of residents on the site. The 106 residents at full capacity would be a maximum increase of 0.06% of the City's population. The new construction and limited increase in population within 2 miles of four fire stations would not result in the need for new or physically altered fire facilities that could cause significant environmental impacts. Therefore, the project would result in less than significant impacts related to fire protection services and no mitigation measures are required.

Police protection?

Less than Significant Impact. The Garden Grove Police Department provides police services to the project area. The Police Department headquarters is located at City Hall, which is approximately 1.4 miles from the project site. In 2023, the City has 183 sworn officers and 70 non-sworn Police Department employees, which equates to 1.06 sworn officers per 1,000 residents. In addition, the City's 2024-25 Fiscal Year budget includes one more sworn officer and one more non-sworn Police Department employee.

As described previously, the project site contains a damaged red tagged building with a fenced area along Brookhurst Street and a fenced vacant area between the site parking lot and adjacent residences. The fenced areas and damaged building areas of the site are trespassed upon for activities that result in public safety concerns and the need for policing.

Construction

Crime and safety issues during project construction may include: theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism, which can result in the need for police services. However, the site would have security fencing during construction activities, and onsite materials would be either locked or kept in secure locations and would be limited based on the materials needed during each phase of construction, which would reduce these concerns during the 12-18 month construction period to a less than significant level. In addition, new construction activity on the project site would not allow the site to continue to be used for trespassing; and would therefore eliminate the existing security concern on the project site. No mitigation measures are required.

Operation

Redevelopment of the project site would result in approximately 106 persons onsite, which would replace the restaurant employees and patrons. The 106 residents at full capacity would be a maximum increase of 0.06% of the City's population. Based on the City's existing ratio of 1.06 sworn officers per 1,000 residents, the 106 residents at full capacity would result in the need for 0.11 percent (0.11%) of a new officer, which is within the

City's anticipated need for one additional officer. During operation, the project is anticipated to generate a typical range of police service calls, such as vehicle break-ins, residential thefts and disturbances, and vandalism. Security concerns would be addressed by providing low-intensity security lighting. Also, pursuant to the City's existing permitting process, the Police Department would review the project's site plans to ensure that design measures are incorporated appropriately to provide a safe environment.

Due to the redevelopment nature of the project site that is 1.4 miles from the Police Department headquarters, within an area that is already served, the increase would not be significant when compared to the current demand levels. Due to the location of the Police Department headquarters in relation to the project site, within an area that is already served, law enforcement personnel are anticipated to be able to respond in a timely manner to emergency calls from the project site. In addition, the new townhomes on the project site would eliminate the existing trespassing security concern on the project site, and the related need for police services. Overall, the needs for law enforcement services from the proposed project would result in 0.11 percent of an officer that would not require construction or expansion of the Police Department facilities. Thus, the project would not result in the need for new or physically altered police protection facilities, and substantial adverse physical impacts associated with the provision of new or expanded facilities would be less than significant. No mitigation measures are required.

Schools?

Less than Significant Impact. The project area is in the Garden Grove Unified School District (GGUSD), which serves a 28-square mile area with 65 schools. The Sunnyside Elementary School that is located across Brookhurst Street and 600 feet to the southwest of the project site would likely service the project site along with the following schools identified by the GGUSD website school locator:

- Sunnyside Elementary School, at 9972 Russell Avenue; 600 feet to the southwest of the site
- Mitchell Elementary School, at 13451 Taft Avenue; 1.0 mile east of the project site
- Jordan Intermediate, at 9821 Woodbury Road; 0.9 mile north of the project site
- Garden Grove High School, at 11271 Stanford Avenue; 2.0 miles north of the project site

Development of the project would generate a new student population on the project site, who would generally (unless homeschooled or attending a private school) attend one of the four (4) schools listed above. This would generate additional students to be served at local public schools. However, the need for additional school facilities is addressed through compliance with school impact fee assessment SB 50 (Chapter 407 of Statutes of 1998). SB 50 sets forth a state school facilities construction program, in which school districts (including GGUSD) collect fees at the time of issuance of building permits for development projects. The existing GGUSD development impact fee is $4.79 per square foot for all new residential development. In addition, pursuant to Government Code Section 65995 payment of the school impact fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities from the increase in students related to the project would be less than significant with the Government Code required fee payments. Consistent with the requirement, the payment of school fees is listed below as an existing regulation that reduces potential impacts. No mitigation measures are required.

Parks

Less than Significant Impact. The City currently maintains 13 parks and uses five (5) public schools as additional park facilities through joint-use agreements with the GGUSD, totaling 157.1 acres of parkland throughout the City. The General Plan Parks, Recreation, and Open Space Element requires the provision of 2 acres of parkland per 1,000 residents.

The project would develop 30 residential townhomes on the project site, which would result in a new resident population of approximately 106 persons that would utilize park and recreational facilities. As described in the project description, the project includes a 4,322 square foot central active open space recreation area with shade structures, BBQs and ADA picnic tables, and raised herb garden areas. Also, approximately 9,578 square feet of open space landscape areas would be provided, including a paseo with bench seating and shade trees that would connect the central open space area to residences. The new resident population would likely utilize the onsite open space and recreation areas; in addition to other existing nearby park facilities.

GGMC Sections 9.40.140 and 9.44.030 require that 2 acres of City parks per 1,000 persons existing within the City be dedicated to local parks. As described previously, the project is estimated to result in 106 new residents at full occupancy. This would create a City requirement for dedication of 0.212 acre (9,235 square feet) of parkland and/or payment of park fees pursuant Section 9.40.140 of the City's Municipal Code, which provides an in-lieu fee and parkland dedication requirements for development projects. Because the project would provide both onsite park and recreation facilities and payment of the in-lieu fee for park and recreation, impacts related to the expanded need for parks due to the project would be less than significant. No mitigation measures are required.

Other public facilities?

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

- Garden Grove Main Library, located at 11200 Stanford Avenue, located 1.6 miles from the project site;
- Garden Grove/Chapman Library, located at 9182 Chapman Avenue, located 2.1 miles from the project site; and
- Garden Grove Tibor Rubin Library, located at 11962 Bailey Street, located 6.3 miles from the project site.

Library service needs are changing with increasing resources available online and the availability of high-speed internet services. Therefore, the 30 new townhomes on the project site do not necessarily have an incremental increased need for library resources/services or square footage of library space. The project would install internet infrastructure and a majority of the residential units would likely have internet service and a majority of residents are likely to have cell phone service with internet access, which provides access to many of the same resources provided by the library and would limit the increased need for library services and resources. Therefore, the project would result in less than significant impacts related to library services. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

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

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

Mitigation Measures

No mitigation measures related to public services are required.

References

California Department of Education. Accessed: https://www.cde.ca.gov/ds/

City of Garden Grove Biannual Budger 2023-25. Accessed: https://ggcity.org/sites/default/files/fy-2023-25-proposed-biennial-budget_0.pdf

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

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

City of Garden Grove Website Parks and Facilities Page. Accessed: https://ggcity.org/community-services/parks-and-facilities

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

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

Orange County Fire Authority Website. Accessed: https://ocfa.org/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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

Less than Significant Impact. The project would develop 30 townhome residences on the project site, which would result in a resident population of approximately 106 people that would utilize park and recreational facilities. As described in the project description, the project includes a 4,322 square foot central active open space recreation area with shade structures, BBQs and ADA picnic tables, and raised herb garden areas. Also, approximately 9,578 square feet of open space landscape areas would be provided, including a paseo with bench seating and shade trees that would connect the central open space area to residences. Based on the limited number of residents at full capacity of the project, the project is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated.

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

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

Less than Significant Impact. As described in the project description, the project includes a 4,322 square foot central active open space recreation area with shade structures, BBQs and ADA picnic tables, and raised herb garden areas. Also, approximately 9,578 square feet of open space landscape areas would be provided, including a paseo with bench seating and shade trees that would connect the central open space area to residences. The impacts of development of these recreational amenities are evaluated herein as part of the impacts of the project as a whole and are analyzed throughout the various sections of this document. For

example, activities such as excavation, grading, and construction, as required for the recreational components of this project, are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation sections.

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

Existing Regulations that Reduce Potential Impacts

The following existing regulation would reduce potential impacts related to recreation.

Park and Recreation Impact Fee: Listed previously in Section 15, *Public Services*.

Mitigation Measures

No mitigation measures related to recreation are required.

References

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

City of Garden Grove Municipal Code. Accessed at: https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

City of Garden Grove Website Parks and Facilities Page. Accessed: https://ggcity.org/community-services/parks-and-facilities

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

The discussion below is based on the LOS Screening Analysis (Appendix B) and the Vehicle Miles Traveled (VMT) Screening Analysis (Appendix H) prepared by EPD Solutions, Inc.

Traffic Thresholds

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB 743 specified that the criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based Level of Service (LOS) could no longer be considered an indicator of a significant impact on the environment.

VMT Threshold. CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts, provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment provides screening thresholds to identify projects that would have a less than significant impact on VMT, which include being within a Transit Priority Area, being within a low traffic analysis zone (TAZ) or being a local-serving project.

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact

Construction

Construction activities associated with the project would generate vehicular trips from construction workers traveling to and from the project site and delivery and hauling of construction supplies to, and debris and recyclable solid waste from, the project site. The CalEEMod modeling completed for the project (Appendix A)

details that the building construction phase would generate the most vehicular trips, with a total of 44 worker and 6 vendor trips per day. As detailed in Table 2, *Construction Schedule*, building construction would occur over 200 working days. Should all of the workers and vendors arrive and leave the site during the AM and PM peak hours, it would result in 25 trips per peak hour. The construction related trips would generally travel from SR-22 to Brookhurst Street to access the project site during the 12–18-month construction period.

As detailed below, operation of the existing restaurant building on the site resulted in 618 daily trips, with 80 during the p.m. peak hour. The 25 trips per day, even if all occurring within the p.m. peak hour during maximum construction activities would be much less than operation of the existing structure. Therefore, construction of the project would not result in an increase in traffic on roadway facilities, such that it could conflict with a program, plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant. No mitigation measures are required.

Operation

Roadway Facilities. The proposed project would redevelop the project site with 30 new residential townhomes with onsite parking facilities. A project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021) for Single Family Attached Housing (ITE Land Use Code 215). As shown in Table T-1, operation of the proposed 30 residential townhomes is forecast to generate 216 daily vehicle trips, 14 a.m. and 17 p.m. peak hour vehicle trips. This is a limited number of trips that would not result in an increase in traffic on roadway facilities, such that it could conflict with a program, plan, ordinance, or policy addressing the circulation system.

Table T-1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Proposed Single Family Attached Housing[1]		DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57
Proposed Project Trip Generation									
Single Family Dwelling Unit	30	DU	216	4	11	14	10	7	17

Source: Level of Service Screening Analysis, Appendix B.
TSF = Thousand Square Feet
DU = Dwelling Unit
[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Code 215 - Single Family Attached Housing.

As detailed in the project description, the project site contains a damaged 6,367 square foot restaurant building that has been red tagged by the City. A comparison of the traffic generated by the 6,367 square foot restaurant and the proposed 30 residential townhomes has been included. As shown in Table T-2, the proposed project would result in 402 fewer daily trips, 5 more a.m. peak hour trips, and 63 fewer p.m. peak hour trips than the operation of a 6,367 square foot restaurant. Thus, the proposed change in use would not result in a roadway circulation related conflict with an applicable plan, ordinance or policy. No mitigation measures are required.

Table T-2: Project Trip Generation Comparison

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Existing Fast Casual Restaurant[1]		TSF	97.14	0.72	0.72	1.43	6.9	5.65	12.55
Proposed Single Family Attached Housing[2]		DU	7.20	0.12	0.36	0.48	0.34	0.23	0.57
Existing Project Trip Generation									
Fast Casual Restaurant	6.367	TSF	618	5	5	9	44	36	80
Proposed Project Trip Generation									
Single Family Dwelling Unit	30	DU	216	4	11	14	10	7	17
Net Trip Generation			**-402**	**-1**	**6**	**5**	**-34**	**-29**	**-63**

Source: Level of Service Screening Analysis, Appendix B.
TSF = Thousand Square Feet

DU = Dwelling Unit

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Code 930 - Fast Casual Restaurant

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition,* 2021. Land Use Code 215 - Single Family Attached Housing.

Pedestrian Facilities. Sidewalks currently exist on both sides of Central Avenue and Brookhurst Street. The proposed project would provide for pedestrian circulation by constructing new onsite sidewalks and pathways that would circle the site, provide pedestrian access to the onsite recreation and open space areas, and connect to the existing offsite sidewalks along Central Avenue. The project would provide onsite pedestrian circulation to facilitate use of the existing offsite sidewalks; and therefore, impacts related to pedestrian facilities or a conflict with a program, plan, ordinance, or policy related to pedestrian facilities would not occur. No mitigation measures are required.

Bicycle Facilities. Bicycle lanes are located along both sides of Brookhurst Street. The project does not involve changes to the existing bicycle lanes and includes installation of a bicycle rack for community use to encourage bicycle transportation. As a result, the project would not result in impacts related to bicycle circulation, and no mitigation measures are required.

Transit Service. Transit service is provided along Brookhurst Street by Orange County Transportation Authority (OCTA) Bus Route 35 with service every 20 minutes during the peak hour. Transit service is also provided along Garden Grove Boulevard, which is 0.25 mile north of the project site. OCTA Bus Route 56 provides service every 30-40 minutes during the peak hour. The existing bus services would provide efficient transportation to and from the site for residents and visitors and has the potential to reduce vehicle miles traveled. In addition, because the project is located along existing bus routes and within an existing mixed-use corridor it would not result in the need to expand the existing transit service area. Overall, impacts related to transit services would not occur from implementation of the proposed project, and no mitigation measures are required.

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

Less Than Significant Impact. The City of Garden Grove Traffic Impact Analysis Guidelines for VMT provides screening thresholds to identify projects that would have a less than significant impact on VMT, which include meeting specific criteria within a Transit Priority Area, being within a low TAZ or being a local serving retail project. The project's consistency with these screening thresholds is detailed below.

Transit Priority Area. The City's VMT screening thresholds identify that projects in a Transit Priority Area, which are locations within 0.5 mile of an existing major transit stop (an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or an existing stop along a high-quality transit corridor would have a less than significant impact on VMT. However, the City guidelines state that the project may not meet the screening threshold if the following project or location specific criteria are not met:

- Has a Floor Area Ration (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

As shown in Figure 17, *Transit Priority Area*, the project site is not located in a Transit Priority Area. However, the proposed project does provide additional affordable residential units, is consistent with the Sustainable Communities Strategy, and does not include more parking than required. Therefore, the project meets some, but not all, of the Transit Priority Area screening criteria.

Low VMT Traffic Analysis Zone. The City's VMT screening thresholds identify that projects in a low VMT TAZ would have a less than significant impact on VMT. Per the City of Garden Grove Traffic Impact Analysis Guidelines for VMT and Level of Service Assessment, projects located in Zone 1 areas can be presumed not to have a significant VMT impact and can be screened from VMT analysis. As shown in Figure 18, *Low VMT Generating Traffic Analysis Zones*, the project site is located in Zone 1 that has been identified as having a VMT that is lower than the VMT threshold. Thus, the project meets the low TAZ screening criteria, and impacts would be less than significant. No mitigation measures are required.

Local Serving Projects. The City's VMT screening thresholds identify that "local-serving retail development tends to shorten trips and reduce VMT". The screening thresholds specify that retail development includes stores smaller than 50,000 square feet, such as gas stations, banks, restaurants, and shopping centers. In addition, projects which would generate fewer than 110 average daily vehicle trips would not cause a substantial increase in the total citywide or regional VMT.

As shown in Table T-1, the project would generate 216 daily trips, which is more than 110 daily vehicle trips. However, as shown in Table T-2, this would be a net reduction of 402 daily trips compared to operation of a 6,367 square foot restaurant, under the existing use. The net reduction of 402 vehicular trips is less than 110

Transit Priority Area Screening

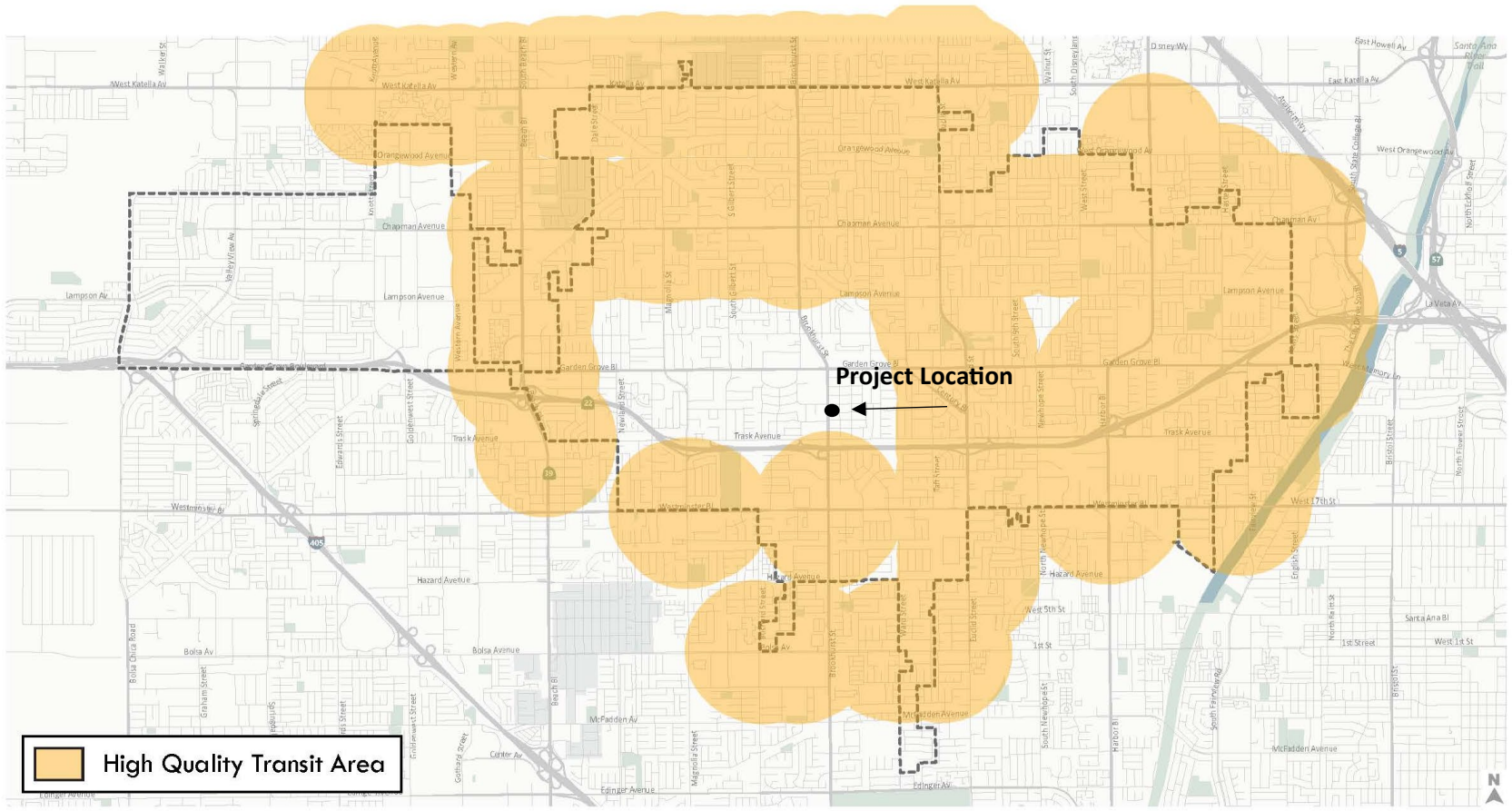


Exhibit 4.14-6 Transit Priority Areas

Focused General Plan Update and Zoning Amendments
Garden Grove, California

Low VMT Generating Traffic Analysis Zones

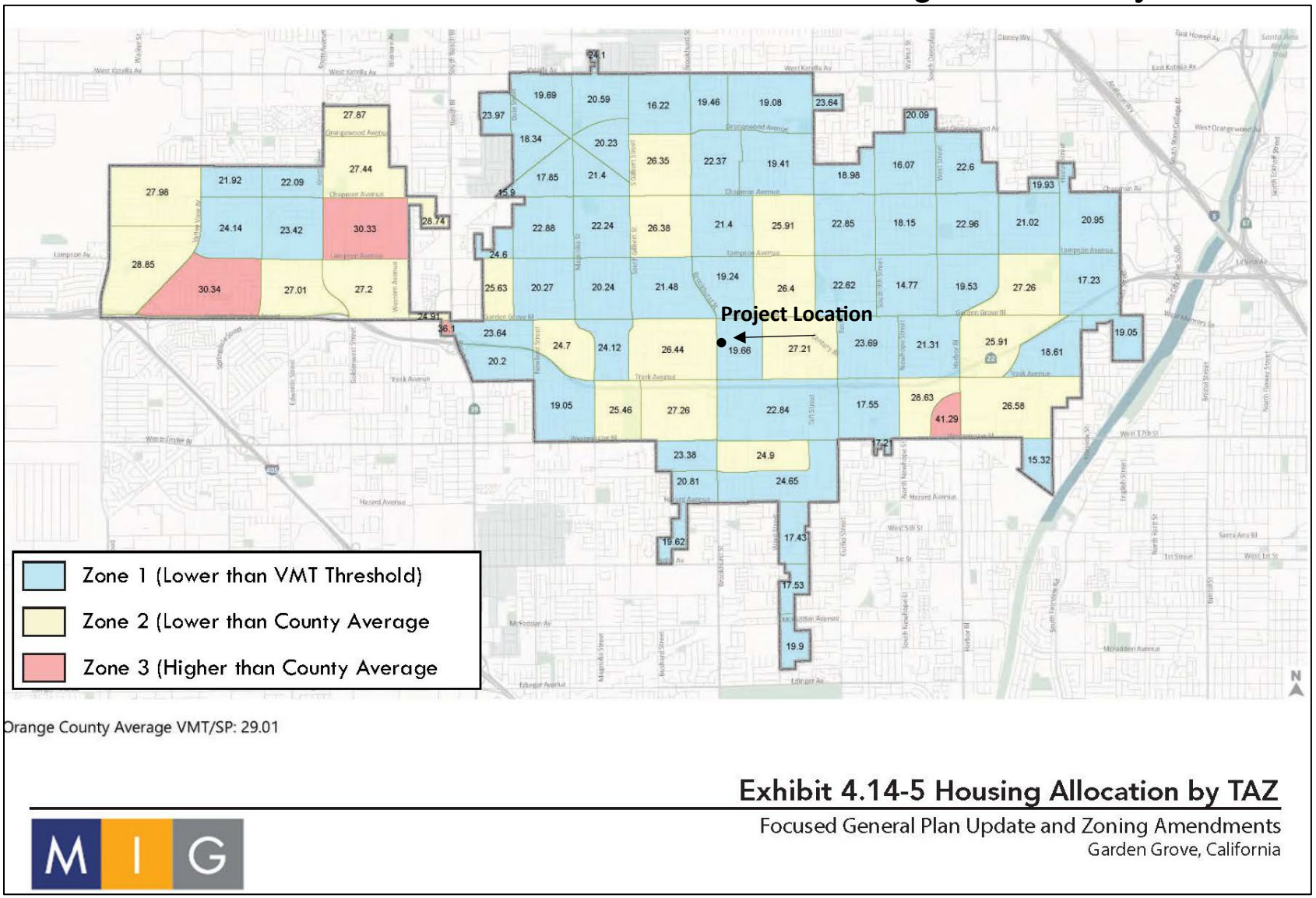


Exhibit 4.14-5 Housing Allocation by TAZ

Focused General Plan Update and Zoning Amendments
Garden Grove, California

daily vehicle trips, which would meet the local serving projects screening criteria, and impacts would be less than significant. No mitigation measures are required.

Because the project is located within a low VMT TAZ it meets the City's VMT low TAZ screening criteria; and as the project would result in a net reduction of 402 daily trips compared to the restaurant uses on the site, it meets the local serving projects screening criteria. Therefore, the project would result in a less than significant impact on VMT and no mitigation is required.

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

Less Than Significant Impact. The project includes development of new townhome residences, open space recreation, and circulation and parking. The project includes only residential uses and does not include any incompatible uses, such as farm equipment.

The proposed project area would be accessed from two driveways on Central Avenue. Onsite vehicular circulation would be provided by a drive isle that would be a minimum of 25-feet in width, as shown on Figure 8, *Conceptual Site Plan*. Pedestrian circulation would be provided by an onsite sidewalk that would link the proposed recreation and open space areas, the residences, and the existing offsite sidewalk along Central Avenue that connects to the sidewalk along Brookhurst Street.

The project would also not increase any hazards related to a design feature. The City's construction permitting process includes review of project plans to ensure that no potentially hazardous transportation design features would be introduced by the project. For example, the onsite circulation plan would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant, and no mitigation measures are required.

d) Result in inadequate emergency access?

Less than Significant Impact

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site, and would not restrict access of emergency vehicles to the project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed project would not require closure of Brookhurst Street or Central Avenue. Any temporary lane closures needed for utility connections or driveway access construction would be implemented consistent with the recommendations of the California Joint Utility Traffic Control Manual (Caltrans 2014), as incorporated into a Traffic Management Plan for the project that the City requires for receipt of construction permits. The Traffic Management Plan would include designated haul routes, temporary traffic control devices, travel time restrictions, and other elements determined through the construction review and permitting process by the City's Public Works Division that would ensure that substantial traffic queuing along Brookhurst Street or Central Avenue would not occur, and that all construction equipment would be staged on site. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. No mitigation measures are required.

Operation

Operation of the project would also not result in inadequate emergency access. The project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards and provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The City would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included in GGMC Chapter 18.04 and as amended in Chapter 18.16. As a result, impacts related to inadequate emergency access would not occur. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

No mitigation measures related to transportation are required.

References

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

City of Garden Grove Municipal Code. Accessed at:
https://library.qcode.us/lib/garden_grove_ca/pub/municipal_code

Level of Service (LOS) Screening Analysis, prepared by EPD Solutions, Inc., Appendix B.

Vehicle Miles Traveled (VMT) Screening Analysis, prepared by EPD Solutions, Inc., Appendix H.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

Assembly Bill 52 and Senate Bill 18

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

Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. Also, Senate Bill (SB) 18 requires local governments to consult with California Native American Tribes before amending or adopting any general plan or specific plan or designating land as open space for the purpose of protecting traditional tribal cultural places or sacred sites. The proposed project includes a General Plan land use amendment and a zone change; thus, it is subject to the requirements of SB 18. Pursuant to the requirements of AB 52 and SB 18, the City sent informational letters about the project and requests for consultation to each tribe on the City's list of tribes requesting consultation on July 25, 2023.

In addition, the NAHC was contacted on July 24, 2023, to request a Sacred Lands File (SLF) search and list of potential Native American contacts for consultation for the project. The NAHC responded on August 21, 2023 stating that the result of the SLF search was negative and provided a list of tribes with traditional lands or cultural places located within the County. The list included five tribes that are not on the City's list of tribes that request consultation (i.e. AB 52 consultation list). Pursuant to the requirements of SB 18, the City sent informational letters about the project and requests for consultation to the additional five tribes identified by the SLF search September 13, 2023.

On July 26, 2023, the Gabrieleno Band of Mission Indians – Kizh Nation responded and requested consultation regarding the project. The Kizh Nation representative stated that the Tribe has consulted on numerous projects within the City of Garden Grove, suggested that consultation with the City proceed via email, and stated that historical information and mitigation measures would be submitted. No other responses were received from other tribes.

The City Planning Services Division responded to the Gabrieleno Band of Mission Indians – Kizh Nation on July 27, 2023 providing concurrence to proceed with the email consultation process and requesting submittal of information related to existence of potential resources on or near the project site. The Tribe then emailed regional maps and confidential information regarding regional tribe activities. The information provided was evaluated, and it was determined that the project site location is not near any of the village locations, trade routes, or waterways shown in the maps or textual discussions provided by the Tribe. However, the general Los Angeles and Orange County region was identified as part of the Gabrielino homeland. In response to the City's determination the Gabrieleno Band of Mission Indians – Kizh Nation requested a conference call with the City Planning Services Division, which occurred on August 24, 2023. During this call the Gabrieleno Band of Mission Indians – Kizh Nation Tribe representatives described that although the site is not near any of the known village locations, trade routes, or waterways, the entire City of Garden Grove is within the Tribe's traditional land area and that tribal cultural resources have been found within the region within previously developed sites, such as the project site.

Overall, the information and mapping provided by the Tribe does not provide substantial evidence that the proposed project may have a significant impact on tribal cultural resources, and the potential for resources is lower because the site is located more than two miles away from a water body and is not near a known trade route. However, due to regional historic activities by the Gabrielenos, measures related to avoid potentially impacting tribal cultural resources that may be inadvertently unearthed from native soils during the project's ground disturbing activities have been included. Mitigation Measure TCR-1 requires conducting a Native American Indian Sensitivity Training for construction personnel prior to the start of construction activities, and provides procedures to be followed in the event that potential tribal cultural resources are uncovered. With implementation of Mitigation Measure CUL-1 (as included previously in Section 5, *Cultural Resources)* and Mitigation Measure TCR-1, as listed below, potential impacts related to tribal cultural resources would be less than significant. Therefore, impacts would be less than significant with incorporation of mitigation.

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

No Impact. As described previously in Section 5, *Cultural Resources*, the project site does not contain any known historical resources. The project site was used for residential purposes since the 1930s, prior to its development for restaurant uses. The project site does not include cultural resources listed/eligible for listing in

the Register of Historical Resources, or in local registers. Therefore, the project would not result in impacts to historic resources that are listed or eligible for listing, and no mitigation is required.

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

Less than Significant with Mitigation Incorporated. The project site is developed with a restaurant building and was previously developed with residences. As described previously in Section 5, *Cultural Resources*, and detailed by the Geotechnical Evaluation, the site has approximately 4 to 7 feet of fill material across the site. It is possible that the fill soils could be native soils that were excavated and recompacted. As a result of the previous onsite soils disturbance, there is reduced potential for the project to impact previously unknown tribal cultural resources. However, undiscovered resources could exist in the previously excavated and compacted fill soils, and project excavation is anticipated to extend to a depth of approximately 8 feet below the existing ground surface and could extend into previously undisturbed native soils.

Therefore, Mitigation Measure CUL-1, as listed previously in Section 5, *Cultural Resources*, has been included to provide procedures to be followed in the unlikely event that potential archaeological resources are discovered during grading, excavation, or construction activities. In addition, to avoid potential impacts to unknown buried tribal cultural resources that could be located in native fill or previously undisturbed native soils, Mitigation Measure TCR-1 has been included to provide for Native American resource sensitivity training and to prescribe activities should any inadvertent discoveries of tribal cultural resources be unearthed by project construction activities**.** Mitigation Measures CUL-1 and TCR-1 would reduce potential impacts to tribal cultural resources to a less than significant level.

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

Existing Regulations that Reduce Potential Impacts

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

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

Mitigation Measures

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

Mitigation Measure TCR-1: Native American Monitoring. The project's grading and construction plans and specifications shall state that, prior to commencement of any ground disturbing activities, a Native American

monitor approved by the Gabrielino Band of Mission Indians – Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 (the "Tribe" or the "Consulting Tribe") shall be retained for the proposed project. A copy of the executed contract shall be submitted to the City of Garden Grove Planning Services Division and Building and Safety Division prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribe shall be contracted to conduct a Native American Indian Sensitivity Training for construction personnel prior to the start of construction activities. The training session shall include a handout and shall focus on how to identify Native American resources encountered during earthmoving activities and the procedures to be followed if resources are discovered.

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

If the find is considered a "historical resource," a "unique archaeological resource," or a "nonunique archeological resource" that conforms with the criteria of Public Resources Code section 21074(a), the qualified archaeologist, in cooperation with a Native American monitor, shall pursue either preservation in place or recovery, salvage and treatment of the resource. Recovery, salvage, and treatment protocols shall be developed by the qualified archeologist in accordance with applicable provisions of Public Resources Code Section 21083.2 and CEQA Guidelines 15064.5 and 15126.4. If a resource, as defined above, is not Native American in origin, cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the project applicant's expense. All recovered and salvaged resources shall be identified and permanently preserved in an established accredited professional repository. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Prior to commencement of grading activities, the Director of the City Community and Economic Development Department, or designee, shall verify that all project grading and construction plans require the Native American Sensitivity Training and the treatment of resources as specified in this mitigation measure.

References

California State Parks Office of Historic Preservation. California Register of Historical Resources. https://ohp.parks.ca.gov/ListedResources/

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

City of Garden Grove Focused General Plan Update and Zoning Amendments Draft Environmental Impact Report (SCH# 2021060714), 2021. Accessed: https://ceqanet.opr.ca.gov/Project/2021060714

National Park Service. National Register of Historic Places https://www.nps.gov/subjects/nationalregister/database-research.htm

Geotechnical Evaluation, prepared by Geotek (Geo 2022).

Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc, 2022 (Phase I 2022).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

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

Less than Significant Impact

Water Infrastructure. The project site is developed and connected to the existing water infrastructure system. The existing water infrastructure adjacent to the project site includes 6-inch and 4-inch water lines in Central Avenue and a 14-inch water main in Brookhurst Street. The project would redevelop the project site and water lines that currently exist in Central Avenue would provide water supplies to the site. The project would install a new onsite water line that would loop through the project site conveying water supplies to each of the proposed townhomes. As described below in Response d), the project would result in a water demand increase of approximately 15,052 gallons per day. This demand would be accommodated by the existing water lines. Thus, the project would receive water supplies through the existing water line in the Central Avenue right-of-way, which would not require expansion to serve the project. Although construction of the onsite water lines would be required to support the new development, no extensions or expansions to the water pipelines supplying the

project site would be required. The necessary installation of the onsite water supply lines is included as part of the project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. For example, construction emissions for excavation and installation of the water infrastructure is included in Section 3, *Air Quality* and Section 8, *Greenhouse Gas Emissions*. Therefore, the project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant. No mitigation measures are required.

Wastewater Infrastructure. The project site is developed and connected to the existing 6-inch sewer line in Central Avenue. The project would install onsite sewer lines that would connect to existing sewer lines within the Central Avenue right-of-way, which has adequate capacity to serve the new residential townhomes on the site. The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed project, are included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, construction emissions for excavation and installation of the sewer infrastructure is included in Section 3, *Air Quality* and Section 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 13, *Noise*.

In addition, as detailed below in Response C, the existing wastewater treatment plant that serves the project site has an additional capacity of 200 MGD, which would accommodate the wastewater flow from the project site. As the proposed project includes facilities to serve the proposed development and the wastewater treatment plant has capacity to serve the site, the proposed project would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant, and no mitigation measures are required.

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

Less than Significant Impact. The City's Urban Water Management Plan (UWMP) describes that the City relies on 50 percent (50%) groundwater from 13 wells in the Orange County groundwater basin and 50 percent (50%) imported water from the Metropolitan Water District of Southern California. The UWMP projects that by 2045, the population of the City would increase by 4.8 percent (4.8%) and the City's water supply portfolio will change to approximately 85 percent (85%) groundwater and 15 percent (15%) imported water, but that the City could purchase more imported water as needed. The City also operates 8 storage and distribution reservoirs at 5 sites with a combined capacity of 53 million gallons (MG). The storage volume is the equivalent of more than 2 days average use and is more than adequate for peaking demands and firefighting needs (UWMP 2020).

The 2020 UWMP describes that City's water use in 2020 was comprised of 64.8 percent (64.8%) residential, 24.5 percent (24.5%) commercial/industrial/institutional, 2.9 percent (2.9%) large landscape/irrigation, and 7.7 percent (7.7%) other uses; and that water demand is likely to increase 2.8 percent (2.8%) over the next 5 years. The 2020 UWMP shows that the City's water demand in 2020 was 21,979 acre-feet yearly (AFY) and is projected to increase to 22,792 AFY by 2045. This is an increase of 813 AFY and assumes continued operation of the vacant restaurant on the Project site.

The project would develop the site with 30 residential units, which would house approximately 106 residents, as described in Section 13, *Population and Housing*. The 106 new onsite residents would be 1.3 percent (1.3%) of the 2020 UWMP anticipated increase in population (Table 3-2). The project would result in a water demand

of approximately 15,052 gallons per day (16.9 AFY) using the 2020 baseline water use rate of 142 GPCD in the 2020 UWMP, which is a conservative assumption as the City used 93 GPCD in 2020. This represents 1.7 percent (1.7%) of the City's anticipated increase in water demand between 2020 and 2030, not including the reduction of water from removal of the restaurant (although currently vacant, the City's 2020 UWMP anticipates water demand from the existing commercial use of the site). Therefore, the City has sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years. In addition, the project would implement a number of water conservation measures as required by Cal/Green and Title 24 requirements, such as use of water efficient plumbing fixtures and irrigation systems, routing runoff to landscape areas, and provision of separate meters for each residence. Overall, impacts related to water resources would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The vacant restaurant is connected to the existing sewer system and used to generate wastewater during operation. The proposed residential townhomes would generate new wastewater, which would be conveyed through existing sewer facilities to OCSD's wastewater treatment plant No. 1 in Fountain Valley that has a capacity of 320 million gallons per day (MGD). In 2022, the estimated average daily flow received at the wastewater treatment plant No. 1 was 120 MGD. Thus, the plant has an additional capacity of 200 MGD.

As detailed previously, the project site currently generates wastewater that is treated by the OCSD facilities. The project is anticipated to generate a water demand of 15,052 gallons per day, some of which would be used for landscaping and other uses and would not enter the sewer system. However, assuming the maximum water from the project becomes wastewater, the 15,052 gallons would be accommodated by the OCSD's excess capacity. Therefore, impacts related to the wastewater treatment system would be less than significant. No mitigation measures are required.

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. In 2019, most of the solid waste from the City, which was disposed of in landfills, went to either the Olinda Alpha Sanitary Landfill or the Frank Bowerman Sanitary Landfill (Calrecycle 2023).

The Olinda Alpha Sanitary Landfill is permitted to accept 8,000 tons per day of solid waste and is permitted to operate through 2036. In March 2023 the maximum tonnage accepted was 6,639 tons, which is 1,361 tons less than the allowable tonnage. The Frank Bowerman Sanitary Landfill is permitted to accept 11,500 tons per day of solid waste and is permitted to operate through 2053. In May 2023, the landfill had a maximum tonnage of 8,180; thus, having an average daily additional capacity of 3,320 tons per day (Calrecycle SWIS 2023).

Construction

Project construction would generate solid waste for landfill disposal in the form of demolition debris from the removal of the existing building, pavement, and infrastructure that would be removed from the site. Construction waste in the form of packaging, used construction materials, and remnant materials would also be generated by construction of the proposed project. Demolition activities would generate the most construction debris. Based on the CalEEMod User Guide Appendix C: Emission Calculation Details for CalEEMod generation factors, the project would generate approximately 295.88 tons of debris over a four-day hauling period. This

would result in an average of 73.97 tons of solid waste demolition debris per day for four days. However, the California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition activities, which would generate the most solid waste would generate approximately 25.89 tons of solid waste per day for four days.

As described above, the Olinda Alpha Sanitary Landfill has an average daily additional capacity of 1,361 tons per day and the Frank Bowerman Sanitary Landfill has an average daily additional capacity of 3,320 tons per day (Calrecycle 2023), which is sufficient permitted capacity to accommodate the additional 25.89 tons of demolition waste per day for four days that would result from the project. Thus, construction impacts related to landfill capacity would be less than significant, and no mitigation measures are required.

Operation

The CalEEMod solid waste generation rate for single-family residential land use is 0.41 tons per resident per year. Based on this, the 30 proposed townhomes and 106 new residents on the site would generate 43.46 tons per year, which equates to 0.84 tons of solid waste per week or 240 pounds per day. However, based on the current recycling requirements, which require diversion of 75 percent (75%) of solid waste away from landfills, the project would result in an increase of 420 pounds of solid waste per week (60 pounds per day) being disposed of in landfills. Thus, it is anticipated that the increase of solid waste landfill disposal from operation of the project would be approximately 420 pounds per week. As described above, the Olinda Alpha Sanitary Landfill has an average daily additional capacity of 1,361 tons per day and the Frank Bowerman Sanitary Landfill has an average daily additional capacity of 3,320 tons per day (Calrecycle 2023), which is sufficient permitted capacity to accommodate the additional solid waste disposal needs that would result from the project, and impacts related to landfill capacity would be less than significant. No mitigation measures are required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code and the City's Municipal Code Section 18.60.040 that requires demolition and construction activities to recycle or reuse a minimum of 75 percent (75%) of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent (75%) of operational solid waste. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's development project permitting process. Therefore, the proposed project would comply with all solid waste statutes and regulations; and impacts would not occur. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

The following existing regulations would reduce potential impacts related to utilities and service systems.

Construction Waste. The City's Municipal Code Section 18.60.040, Minimum Construction and Demolition Waste Diversion Requirements. Construction plans and specifications shall implement reuse, recycling, and/or diversion of the minimum percentage amount of designated recyclable and reusable materials as set forth by the CALGreen (Part 11 of Title 24, California Code of Regulations).

Mitigation Measures

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

References

CalEEMod User Guide Appendix C: Emission Calculation Details for CalEEMod Version 2022.1, April 2022. Accessed: https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf

CalReycyle Disposal Reporting System: Jurisdiction Tons by Facility (Calrecycle 2023). Accessed at: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

Calrecycle Solid Waste Information System (SWIS) Database (Calrecycle SWIS 2023). Accessed: https://calrecycle.ca.gov/SWFacilities/

City of Garden Grove 2020 Urban Water Management Plan. Accessed: https://ggcity.org/sites/default/files/Garden%20Grove%202020%20UWMP%20FINAL-2021.06.29.pdf

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

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is developed and within an urbanized residential and commercial area of the City of Garden Grove. The project site is surrounded by developed and urban areas. The project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the project site is not within a fire hazard zone. Also, as described previously, the proposed project area would be accessed from two driveway locations on Central Avenue. Permitting of the driveways and onsite circulation would provide adequate and safe circulation to, from, and through the project site that would provide appropriate emergency access and evacuation routes. Because the project is required to comply with the California Fire Code (included as GGMC Chapter 18.04 and as amended in GGMC Chapter 18.16), as verified by the City's permitting process, potential impacts related to impairment of an emergency response or evacuation plan would not occur. No mitigation measures are required.

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?

No Impact. The project site is largely developed and within an urbanized residential area of the City of Garden Grove. The project site is surrounded by developed and urban areas. The project site is not adjacent to any wildland areas, and as determined by the CAL FIRE Hazard Severity Zone map, the project site is not within a fire hazard zone. In addition, the project site is flat and within a flat area. The site is adjacent to two roadways, a stucco commercial building and existing residences. There are no factors on or adjacent to the project site that would exacerbate wildfire risks. Thus, no impacts related to other factors that would expose persons on site to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the project. No mitigation measures are required.

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?

No Impact. As described previously, the project site is largely developed and within a developed and urban area that is not within a wildfire hazard zone. The project does not include any infrastructure that would exacerbate fire risks. In addition, the project would provide internal circulation and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included in GGMC Chapter 18.04 and as amended in GGMC Chapter 18.16, as verified through the City's permitting process. Therefore, impacts related to infrastructure that could exacerbate fire risks would not occur with the proposed project. No mitigation measures are required.

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

No Impact. As described previously, the project site is largely developed and within a developed and urban area that is not within a wildfire hazard zone. In addition, the project site is flat and surrounded by flat areas. There are no slope or hillsides that would become unstable. The project would install onsite drainage that would convey stormwater above the 85th percentile to the proposed bioretention planter and then to the existing storm drain that is adjacent to the site, which is consistent with the existing condition. Therefore, impacts related to flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would not occur from the proposed project. No mitigation measures are required.

Existing Regulations that Reduce Potential Impacts

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

Mitigation Measures

No mitigation measures related to wildfire are required.

References

California Department of Forestry and Fire Protection (CAL FIRE). 2023. Fire Hazard Severity Zone Map. Accessed: https://forestwatch.maps.arcgis.com/apps/Styler/index.html?appid=5e96315793d445419b6c96f89ce5d153

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

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

Less than Significant with Mitigation Incorporated. As described in Section 4, *Biological Resources*, the project site is developed, and no special status vegetation types or wildlife species are located on or adjacent to the project site. No potentially suitable habitat for special status plant or wildlife species is on or adjacent to the site. Additionally, the project site does not include riparian, wetland, grassland, woodland, or other natural areas. The project site contains scattered ornamental trees that could be used for nesting by common bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season. The provisions of the MBTA prohibit disturbing or destroying active nests, which would be implemented through the City's development permitting process, and impacts would be less than significant.

Also, as described Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the project site does not contain any historic resources, archaeological resources, or known tribal cultural resources. The site has been highly disturbed from past activities and contains 4 to 7 feet of fill materials. As a result, the potential for archaeological, tribal cultural, or paleontological resources on the site is low. However, Mitigation Measures CUL-1, TCR-1, and PAL-1 have been included to ensure that any inadvertent discovery of potential resources

during ground-disturbing activities would be less than significant. Thus, impacts would be less than significant with mitigation incorporated.

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

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

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The project site is largely developed and is located in an urban area. The project would redevelop the site for residential uses. The proposed residential townhomes are consistent with the surrounding residential and neighborhood commercial development near the project site. Much of the anticipated future development in the project area consists of redevelopment of single-family residences with duplexes and redevelopment of existing commercial areas with new restaurants or office/medical buildings.

The City has identified two development projects that are in the general vicinity of the project site that may have the potential to result in cumulative effects, as they would increase the density of existing uses in the project vicinity. These projects include the following:

1. Mixed-use: 9,786 square feet of retail space, 9,270 square feet of medical space, and 52 apartment units (10201 Garden Grove Boulevard)

2. Mixed-use: 674 dwelling units; 65,000 square feet of commercial space; 271,979 square feet of open space (10071 Garden Grove Boulevard and 12791 Brookhurst Street)

The cumulative projects involve redevelopment of parcels within the existing urban environment and are community type uses that include residences, retail/commercial space, medical facilities, and open space area. The cumulative projects are located Brookhurst Street and Garden Grove Boulevard, in the vicinity of the project site. As explained in Section 17, *Transportation*, the proposed project would result in a reduction of vehicular trips compared to the restaurant uses of the site, and it would not generate a cumulative transportation impact. Likewise, air quality emissions, greenhouse gas emissions, and traffic noise from the project would be less than that of the restaurant use on the site and would not exceed thresholds, and thus would be less than cumulatively considerable.

All of the other potential impacts related to implementation of the project would be less than significant or

reduced to a less than significant level with implementation of mitigation measures related to cultural resources, paleontological resources, noise, and tribal cultural resources. In addition, the cumulative effect of the project is limited, due to the small scale and redevelopment nature of the project on land that has been previously disturbed and because it can be accommodated by the existing roadway system, public services, and utilities systems. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant with mitigation incorporated.

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

Less than Significant with Mitigation Incorporated. The project proposes redevelopment of the project site for residential townhome uses. As described previously, the project site is within an urban area and surrounded by residential and commercial land uses. The project would not consist of any use or any activities that would result in a substantial negative effect on persons in the vicinity. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with implementation of mitigation measures related to cultural resources, paleontological resources, noise, and tribal cultural resources; and existing laws and regulations that are required by the City. Therefore, the proposed project would result in less than significant environmental effects on human beings directly and indirectly, with incorporation of mitigation.

5 DOCUMENT PREPARERS

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