Findings of Fact
Garden Grove Focused General Plan Update and Zoning Code Amendments Program EIR (SCH# 2021060714)

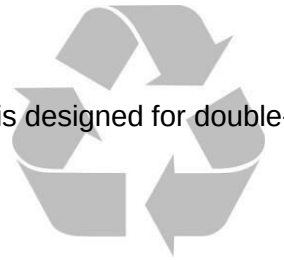
Lead Agency:

City of Garden Grove
Planning Services Division
11222 Acacia Parkway
Garden Grove, California 92840

Consultant to the City:

MIG, Inc.
1650 Spruce Street, Ste. 106
Riverside, California 92507
www.migcom.com

OCTOBER 2021



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1.0 – INTRODUCTION

This statement of Findings of Fact (Findings) addresses the potential environmental effects associated with the City of Garden Grove's Focused General Plan Update and Zoning Code Amendments (FGPUZA), as described in the Draft Program Environmental Impact Report (PEIR) for the FGPUZA. These Findings are made pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.), specifically PRC Sections 21081, 21081.5, and 21081.6, and the CEQA Guidelines (14 CCR 15000 et seq.), specifically Sections 15091 and 15093. The Draft PEIR examines the full range of potential effects of construction and operation of the FGPUZA and identifies mitigation measures that could be employed to reduce, minimize, or avoid those potential effects.

1.1 Purpose

PRC Section 21081, and CEQA Guidelines Section 15091 require that the lead agency, in this case, the City of Garden Grove (City), prepare written findings for identified significant effects, accompanied by a brief explanation of the rationale for each finding. Specifically, CEQA Guidelines Section 15091 states, in part, that:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final PEIR.

    2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

    3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

In accordance with PRC Section 21081, and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the CEQA Guidelines states the following:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final PEIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final PEIR for the FGPUZA identified potentially significant effects that could result from the proposed FGPUZA. The City finds that the inclusion of certain mitigation measures as part of the approval of the proposed FGPUZA would reduce most, but not all, of those effects to less-than-significant levels. Those impacts that are not reduced to less-than-significant levels are identified and overridden due to specific benefits of the FGPUZA (see Section 6, Statement of Overriding Considerations).

As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed FGPUZA. The City finds that the MMRP, which is incorporated by reference and made part of these Findings, meets the requirements of PRC Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the proposed FGPUZA.

In accordance with the CEQA Statutes and Guidelines, the City adopts these Findings for the proposed FGPUZA. Pursuant to PRC Section 21082.1(c)(3), these Findings reflect the City's independent judgment as the lead agency for the proposed FGPUZA.

1.2 Record of Proceedings

The record of proceedings for the proposed FGPUZA consists of those items listed in CEQA Section 21167.6(e), along with other items contained within the City's files that are relevant to the consideration of the proposed FGPUZA. The record of proceedings for the City's decision on the proposed FGPUZA consists of the following documents, at a minimum and without limitation, which are incorporated by reference and made part of the record supporting these Findings:

- The Notice of Preparation, Notice of Availability, and all other public notices issued by the City in conjunction with the proposed FGPUZA.

- The Draft PEIR for the proposed FGPUZA and all technical appendices and documents relied upon or incorporated by reference.

- All written comments submitted by agencies, organizations, and members of the public during the public review comment period on the Draft PEIR, and the City's responses to those comments.

- The Final PEIR for the proposed FGPUZA.

- The MMRP for the proposed FGPUZA.

- All reports, studies, memoranda, maps, staff reports, and other planning documents relating to the proposed FGPUZA prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the proposed FGPUZA.

- All documents submitted to the City by other public agencies and members of the public in connection with the Draft PEIR.

- Minutes and verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the proposed FGPUZA.

- Documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings.

- All resolutions adopted by the City regarding the proposed FGPUZA, and all staff reports, analyses, and summaries related to the adoption of those resolutions.

- Matters of common knowledge related to the proposed FGPUZA, including, but not limited to, federal, state, and local laws and regulations.

- Any documents expressly cited in these Findings, in addition to those cited above, and any other materials required for the Record of Proceedings by CEQA Section 21167.6(e).

1.3 Location and Custodian of Documents

Public Resources Code Section 21081.6(a)(2) requires that the City, as the Lead Agency, specify the location and custodian of the documents of other materials that constitute the record of proceedings upon which its decision has been based. The following location is where review of the record may be performed:

City of Garden Grove, Community and Economic Development Department
Planning Services Division
11222 Acacia Parkway
Garden Grove, California 92840

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SECTION 2 – CEQA FINDINGS OF INDEPENDENT JUDGEMENT

2.1 Independent Review and Analysis

CEQA requires a lead agency to do the following:

- Independently review and analyze the EIR
- Circulate draft documents that reflect its independent judgement
- As part of the certification of an EIR, find that the EIR reflects the independent judgment of the lead agency; and
- Submit copies of the draft EIR to the State Clearinghouse for review and comment by state agencies, if there is a state agency involved or if the proposed project is of sufficient statewide, regional, or areawide environmental significance. (Public Resources Code Section 21082.1[c])

The City of Garden Grove (City) has exercised independent judgment in accordance with the provisions of CEQA Section 21082.1(c) in retaining its own environmental consultant in the preparation of the PEIR, as well as reviewing, analyzing, and revising material prepared by the consultant. Having received, reviewed, and considered the information in the PEIR, as well as any and all other information in the record, the City hereby makes findings pursuant to and in accordance with CEQA Sections 21081, 21081.5, and 21081.6.

2.2 Impacts Determined to be Significant and Unavoidable

This section identifies the significant, unavoidable impacts that require a statement of overriding considerations to be issued by the City, pursuant to Section 15093 of the CEQA Guidelines, if the proposed FGPUZA is approved. Based on the analysis contained in the PEIR, the following impacts have been determined to fall within the “significant unavoidable impacts” category:

- Air Quality
    - Conflict with or obstruct Implementation of the South Coast Air Quality Management Plan
    - Cumulative increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard
    - Expose sensitive receptors to substantial pollutant concentrations
    - Substantial adverse cumulative air quality impacts
- Greenhouse Gas Emissions
    - Generate greenhouse gas emission, either directly or indirectly, that will have a significant impact on the environment
    - Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases
- Noise

  - Substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards
  - Substantial adverse cumulative impacts with respect to noise or vibration

- Transportation
  - Conflict with CEQA Guidelines Section 15064.3(b)
  - Cumulative transportation impacts related to CEQA Guidelines Section 15064.3(b)

2.2.1 Air Quality

2.2.1.1 *Potentially Significant Impacts to Air Quality*

Impact AQ-1 – Would the FGPUZA conflict With or Obstruct Implementation of the Applicable Air Quality Plan?

The proposed project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Under State law, the SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purpose of an AQMP is to bring an air basin into compliance with federal and State air quality standards. The SCAQMD 2016 AQMP was adopted on March 3, 2017. The 2016 AQMP provides new and revised demonstrations for how the SCAQMD, in coordination with federal, State, regional and local governments will bring the Basin back into attainment for the following air pollutants: 2008 8-hour ozone; 2012 annual $PM_{2.5}$; 2006 24-hour $PM_{2.5}$; 1997 8-hour ozone; and 1997 1-hour ozone.

Per Chapter 12 of the SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and

2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Implementation of the proposed FGPUZA would result in population growth that is in excess of that assumed in the AQMP, while employment would be below that assumed in the AQMP. As discussed in the PEIR, the unmitigated net change in operational emissions between existing land uses in 2040 and those proposed by the FGPUZA would exceed the SCAQMD's operational CO, ROG, NOx, and PM CEQA thresholds of significance. Construction activities would also have the potential to exceed SCAQMD- recommended thresholds of significance.

The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable. Even though the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured throughout the Basin or near the City, the SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed FGPUZA could result in construction and operational emissions that exceed

SCAQMD regional CEQA thresholds, the proposed project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. This is considered a potentially significant impact.

Impact AQ-2 – Would the FGPUZA result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?

Due to the programmatic level of analysis in the EIR and the built-out nature of the City, the Project's potential construction emissions are speculative with respect to the timing and magnitude of demolition, site preparation, grading, building construction, paving, and painting activities that would occur over time. Fugitive dust (PM10) emissions would be greatest during building demolition, site preparation, and grading, due to the disturbances of soil and transport of material and NOx emissions would result from the combustion of diesel fuels used to power off road heavy-duty pieces of equipment (e.g., backhoes, bulldozers, excavators, etc.). Despite the unknowns, it is plausible that one or more future projects developed under implementation of the proposed FGPUZA could exceed one or more of the SCAMD's construction criteria air pollutant thresholds of significance and the impact is potentially significant.

The maximum daily operational emissions associated with the 2040 growth under the project would result in ROG, NO_x, CO and PM_{10} emissions that exceed SCAQMD-recommended significance thresholds, even after the application of mitigation measures. This is considered a potentially significant impact.

Impact AQ-3 – Would the FGPUZA expose sensitive receptors to substantial pollutant concentrations?

Construction emissions associated with future development activities facilitated under implementation of the proposed FGPUZA could exceed SCAQMD construction LSTs and the cancerogenic and non-cancerogenic thresholds maintained and recommended by the SCAQMD. This is considered a potentially significant impact.

Cumulative Impacts – Would the FGPUZA cause substantial adverse cumulative impacts with respect to Air Quality?

The South Coast Air Basin is designated nonattainment for national and State O_3 (ozone) standards, national and State $PM_{2.5}$ standards, and national PM_{10} standards. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable, and considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant.

Since conditions under the FGPUZA would be inconsistent with current AQMP projections and could lead to construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone and PM_{10} standards. This is considered a potentially significant impact.

2.2.1.2 *Mitigation Measures*

Mitigation Measure AQ-2A: Require a Project-level Construction Air Quality Assessment for New Discretionary Development Projects.

Prior to a discretionary approval by the City for development projects subject to CEQA (meaning, non- exempt CEQA projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- Require the selection of specific construction equipment (e.g., specialized pieces of equipment with smaller engines or equipment that will be more efficient and reduce engine runtime).

- Require equipment to use alternative fuel sources (e.g., electric-powered and liquefied or compressed natural gas), meet cleaner emission standards (e.g., U.S. EPA Tier IV Final emissions standards for equipment greater than 50-horsepower), and/or utilize added exhaust devices (e.g., Level 3 Diesel Particular Filter).

- Limit the idling time of diesel-powered construction equipment to two (2) minutes.

- Ensure that construction equipment is properly serviced and maintained to the manufacturer's standards.

- Limit on-site vehicle travel speeds on unpaved roads to 15 miles per hour.

- Require wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.

- Require the application of Low-VOC paints to interior and/or exterior surfaces (e.g., paints that meet SCAQMD Rule 1113 "Low-VOC" or "Super-Compliant" requirements). A list of applicable architectural coating manufacturers can be found on the SCAQMD's website.

Mitigation Measure AQ-2B: Require a Project-level Operational Air Quality Assessment for New Discretionary Development Projects.

Prior to a discretionary approval by the City for development projects subject to CEQA (meaning non- exempt CEQA projects) project applicants shall prepare and submit a

technical assessment evaluating potential project operation air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD's adopted thresholds of significance, the City shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce operational emissions could include, but are not limited to the following:

- New one and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the 2019 CalGreen Code.

- New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2.

- New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2.

- New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant- occupants in accordance with Table A5.106.4.3 of the 2019 CalGreen code.

- New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the 2019 CalGreen code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the 2019 CalGreen code.

- New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the 2019 CalGreen code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the 2019 CalGreen code.

- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).

- Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the 2019 CALGreen Code.

- Applicants for future development projects along existing and planned transit routes shall coordinate with the City and Orange County Transportation Authority to ensure that bus pad and shelter improvements are incorporated, as appropriate.

Mitigation Measure AQ-2C: Transportation Demand Management.

The City shall require all new residential and non-residential development that meets the following criteria to incorporate measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual:

- New multi-unit development of ten units or more.
- New nonresidential development of ten thousand square feet or more.
- Additions to nonresidential buildings that are ten thousand square feet or more in size that expand existing gross floor area by ten percent or more; and
- Establishment of a new use, change of use, or change in operational characteristics in a building that is ten thousand square feet or more in size that results in an average daily trip increase of more than ten percent of the current use, based on the most recent Institute of Traffic Engineers (ITE) trip generation rates.

Projects subject to TDM requirements may implement any combination of measures to achieve the twenty percent reduction. Measures may include, but are not limited to:

- Connecting the project site to adjacent / nearby bicycle paths.
- Long-term bicycle parking.
- Bicycle fix-it stations with repair tools and an air pump.
- Scheduled mobile bicycle repair service.
- Commuter incentives and reward programs.
- Parking management strategies, such as reserved vanpool parking and/or preferential carpool parking.
- Transit subsidies.
- Vanpool subsidies.
- Pre-tax transit deduction payroll option.
- Pre-tax parking deduction payroll option (for parking at a transit station).

- Guaranteed ride home.
- Paid parking at prevalent market rates.
- Shuttle option.
- Telework option; and
- On-site amenities (e.g., ATM, day care, cafeteria, exercise facilities, on-site transit pass sales, etc.).

2.2.1.3 *Findings per CEQA Guidelines*

Since the proposed FGPUZA could result in construction and operational emissions that exceed SCAQMD regional CEQA thresholds, the proposed Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards, particularly national and state ozone standards. Implementation of Mitigation Measures AQ-2A, 2B and 2C would not reduce the frequency and/or severity of air quality violations in the Basin or otherwise reduce criteria pollutant emissions to a less than significant level. These impacts would be significant and unavoidable.

2.2.1.4 *Facts in Support of Findings Related to Air Quality*

Mitigation Measures AQ-2A and AQ-2B would require the preparation of project-specific air quality studies that address construction and operational emissions, respectively, prior to future development activities. Mitigation Measures AQ-2A and 2B also require the incorporation of project-specific mitigation if project emissions are shown to be above SCAQMD-recommended CEQA significance thresholds. In addition to Mitigation Measures AQ-2A and AQ-2B, Mitigation Measure AQ-2C would require that the project incorporate TDM measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual. Due to the nature of the FGPUZA and the programmatic level of analysis in the EIR it cannot be definitively known or stated at this time that construction and operational emissions from projects occurring under implementation of the FGPUZA would be mitigated such that all criteria air pollutant emissions would be below SCAQMD-recommended thresholds of significance. Therefore implementation of the proposed FGPUZA could still increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards in the Basin. As such, the proposed FGPUZA would be inconsistent with the AQMP. This impact would be significant and unavoidable.

Regarding cumulative impacts, the project would be inconsistent with the 2016 RTP/SCS growth forecast and result in emissions that could increase the frequency and/or severity of air quality violations in the Basin, or otherwise impede attainment of air quality standards. Similarly, due to the nature of the FGUPZA and programmatic level of analysis in the PEIR, it cannot be definitively known or stated at this time whether the potential impacts of the FGPUZA would be fully mitigated. Therefore, even with implementation of mitigation, this impact would be significant and unavoidable.

2.2.2 Greenhouse Gas Emissions

2.2.2.1 *Potentially Significant Impacts to Greenhouse Gas Emissions*

Impact GHG-1 - Would the FGPUZA generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?

The project could result in greenhouse gas (GHG) emissions that exceed the adjusted, SCAQMD derived plan-level efficiency metric of 2.6 annual metric tons of CO_2-equivalent greenhouse gases per service population (residences plus employees) in 2040. The GHG emissions estimated for the project are 3.4 annual metric tons per service population. This is considered a potentially significant impact.

Impact GHG-2 - Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project could result in GHG emissions that exceed the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan's recommended efficiency metrics, which are used to ensure that the State GHG reduction goals are met. In addition, the project has the potential to result in growth which is approximately 6.5 times more than the assumed growth in the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). This is considered a potentially significant impact.

Cumulative *GHG Impacts - Would the FGPUZA cause substantial adverse cumulative impacts with respect to greenhouse gases?*

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1 and GHG-2 above, the project would result in GHG emissions that exceed the significance thresholds applied in this EIR and conflict with the 2017 Climate Change Scoping Plan and 2020 RTP/SCS. This is considered a potentially significant impact.

2.2.2.2 *Mitigation Measures*

Mitigation Measure: (See previous description of Mitigation Measures AQ-2A through AQ-2C)

2.2.2.3 *Findings per CEQA Guidelines*

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1 and GHG-2 and Cumulative GHG Impacts the Project would result in GHG emissions that exceed the significance thresholds applied in the PEIR and conflict with the 2017 Climate Change Scoping Plan and 2020 RTP/SCS. These are considered potentially significant impacts.

2.2.2.4 Facts in Support of Findings Related to Greenhouse Gas Emissions

As stated in Section 3.2.1.4 above, Mitigation Measures AQ-2A, AQ-2B and AQ-2C would require the preparation of project-specific air quality studies that address construction and operational emissions prior to future development activities, require the incorporation of project-specific mitigation for project emissions shown to exceed SCAQMD-recommended CEQA significance thresholds, and require the incorporation of TDM measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates. While the implementation of the policies in the FGPUZA and the incorporation of Mitigation Measures AQ-2A through AQ-2C would reduce city-wide GHG emissions, due to the nature of the FGPUZA and programmatic level of analysis in the PEIR, it cannot be known at this time that these reductions would be sufficient to meet the interpolated per capita GHG emissions efficiency metric associated with the CARB 2017 Scoping Plan. In addition, the residential growth and associated GHG emissions under the FGPUZA would be far greater than that accounted for in the 2020 RTP/SCS. Therefore, the FGPUZA would conflict with the overarching goal of the CARB Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal and set the State's course for meeting additional, future GHG emission reduction goals, as well as the 2020 RTP/SCS because overall GHG mobile source emissions within the Planning Area would exceed that accounted for in the 2020 RTP/SCS' baseline assumptions. Therefore, even with the implementation of mitigation, this impact would be significant and unavoidable.

2.2.3 Noise

2.2.3.1 *Potentially Significant Impacts to Noise*

Impact NOISE-3 – Would the project result in generation of a substantial 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?

The existing General Plan Noise Element establishes the City's intent to establish clear and enforceable noise regulations for all land uses, to consider operational noise impacts during the development review process, and to limit new development in noise impacted areas unless the development includes measures to reduce noise levels to acceptable levels. In addition, General Plan policies protect residents from excessive stationary noise sources and ensure new land uses meet the Garden Grove Municipal Code noise standards through evaluation and design considerations. Stationary and other sources of noise would be controlled by the General Plan goals and policies, and the Municipal Code, which limits allowable noise levels at adjacent properties; however, traffic noise modeling indicates the FGPUZA would result in a potentially significant increase in traffic noise levels. Specifically, traffic noise modeling indicates the FGPUZA could result in more than a 1 decibel increase in traffic noise levels on Garden Grove Boulevard between Century Boulevard and West Street and result in a change in noise and land use compatibility status for residential land uses from conditionally acceptable to normally unacceptable. This is considered a potentially significant impact.

Cumulative Impacts - Would the project cause substantial adverse cumulative impacts with respect to noise or vibration?

Project implementation would result in construction noise and vibration as individual development projects are constructed over time. Each individual development would be subject to City regulations and policies regarding construction noise and vibration. These policies and measures establish the overall goal and intent of the City to protect residents from excessive construction noise and vibration, to require the appropriate evaluation of construction noise and vibration impacts at sensitive receptor locations, and to implement feasible construction noise and vibration control measures when development occurs near noise-sensitive land uses. Therefore, construction noise would not make a cumulatively considerable contribution to a significant cumulative construction noise impact.

Once constructed, development projects anticipated in the FGPUZA would contribute to the potential permanent increases in noise levels. The City's existing General Plan Noise Element sets forth the City's intent to establish clear and enforced noise regulations for all land uses, to consider operational noise impacts during the development review process, and to limit new development in noise impacted areas unless the development includes measures to reduce noise levels to acceptable levels. In addition, General Plan policies protect residents from excessive stationary noise sources and ensure new land uses meet the Garden Grove Municipal Code noise standards through evaluation and design considerations. Stationary and other sources of noise would be controlled by the General Plan goals and policies and the Municipal Code which limit allowable noise levels at adjacent properties. Therefore, the FGPUZA would not make a cumulatively considerable contribution to cumulative, non-transportation noise impacts.

Traffic noise modeling indicates the FGPUZA would result in a potentially significant increase in traffic noise levels. The FGPUZA would contribute to a cumulative increase in traffic noise levels of 1 dB or more on Garden Grove Boulevard, between Century Boulevard and West Street, and would potentially expose noise-sensitive land uses to normally unacceptable noise levels. This is considered a cumulatively considerable contribution to a significant cumulative noise impact.

The proposed FGPUZA would not directly alter rail activities or facilitate the construction of projects directly adjacent to any existing rail operations. Therefore, the FGPUZA would not result in a cumulatively considerable contribution to a cumulative rail noise-related impact.

The proposed FGPUZA would not involve a change in the designation of any existing land use parcel within Joint Forces Training Base (JFTB) Los Alamitos Noise Impact Zone I (65 CNEL) or Noise Impact Zone II (60 CNEL) and, therefore, would not result in a cumulatively considerable contribution to airport-related noise impacts.

2.2.3.2 *Mitigation Measures*

Existing General Plan EIR Mitigation Measure NOI-2 requires the City to ensure new development includes noise reduction measures that achieve compliance with the City's exterior and interior noise standards established by the General Plan and Municipal Code where noise conditions exceed the General Plan's noise and land use compatibility criteria for "normally acceptable" noise exposure levels.

FPGUZA EIR Mitigation Measure AQ-2C requires the City to achieve a 20% reduction below standard trip generation rates for certain new projects occurring in the City.

2.2.3.3 *Findings per CEQA Guidelines*

Mitigation Measure AQ-2C would reduce vehicle trips and lower traffic-related noise levels throughout the City; however, the specific roadway segments where this mitigation would reduce vehicle trips and traffic-related noise is not known and, therefore, no noise reduction has been taken for trip reduction measures required by Mitigation Measure AQ-2C.

2.2.3.4 *Facts in Support of Findings Related to Noise*

The City's existing General Plan establishes the overall goal and intent of the City to protect residents from excessive noise by requiring the City to review the location of new noise-sensitive land uses, locate such land uses away from major noise sources, and ensure new land uses meet the City's noise standards through evaluation and design considerations; however, these policies would not protect existing land uses from increases in vehicle traffic that would occur with and without the project.

The installation of physical barriers to reduce noise levels at existing residential land uses is not feasible because Garden Grove Boulevard between Century Boulevard and West Street is already developed and cannot accommodate the installation of a barrier without landowner access, authorization, and potential easement dedication: none of which could be guaranteed to occur. Interior noise levels in existing residences that front this segment of Garden Grove Boulevard could be approximately 45.1 CNEL (with windows closed) to 55.1 CNEL (with windows open), although the exact noise level would be contingent on traffic conditions and specific building design factors (e.g., window surface area, building orientation, etc.). The installation of physical barriers to reduce traffic noise levels at existing commercial land uses along impact roadway segments is not necessary because these land uses do not include sensitive outdoor areas that require mitigation.

Ordinarily, a 1 dB increase in ambient noise levels is not discernible; however, the FGPUZA would contribute to a 1 dB change in modeled traffic noise levels in areas already affected by high noise levels that exceed City guidelines for noise and land use compatibility. Since future traffic noise levels would increase by 1 dB or more and/or potentially expose noise-sensitive land uses to normally unacceptable noise levels even with the incorporation of mitigation, this impact would remain significant and unavoidable.

2.2.4 Transportation

2.2.4.1 *Potentially Significant Impacts to Transportation*

Impact TRANS-2: Would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? [regarding VMT]

The VMT and service population estimates in the Garden Grove area are expected to increase as the number of housing units and population increase. The VMT per service population is forecast to decrease under cumulative "plus project" conditions compared to the existing condition, indicating that the future population is expected to travel in a more efficient manner than they currently do. The Citywide VMT per Service Population under the "plus project" condition does not exceed the Citywide cumulative no project condition.

Although the Orange County Transportation Analysis Model (OCTAM) has been determined by the City to be the most appropriate tool to estimate VMT for the City of Garden Grove, there are factors that may affect how people travel, such as how a person drives or the cost of fuel. Based on this uncertainty, the City has concluded that this is a potentially significant impact.

Impact TRANS-4: Would the project cause substantial adverse cumulative impacts with respect to transportation and traffic?

The future growth and development anticipated in the FGPUZA could hinder the state and regional VMT reduction goals outlined in SCAG's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). Future regional transportation network improvements and transportation demand management (TDM) factors that SCAG has assumed for 2040 will incrementally help reduce regional VMT in the coming years as the SCAG RTP/SCS are implemented at the local level, including the City of Garden Grove. For example, increases in Metrolink and Orange County Transportation Authority (OCTA) transit opportunities will help support a mode shift from autos to transit. In addition, SCAG's RTP/SCS assumes the implementation of several TDM factors, such as increased auto ownership costs, shifts to telecommuting, and further implementation of regional trip reduction strategies will help contribute to this mode shift as well. Nonetheless, the FGPUZA will result in a significant contribution to a regional (cumulative) VMT impact. The City has concluded that this is a potentially significant impact.

2.2.4.2 *Mitigation Measures*

Projects in Zone 1 and Transit Priority Areas (TPAs): Per the City of Garden Grove Traffic Impact Analysis Guidelines for VMT and Level of Service Assessment projects located in Zone 1 areas and TPAs (with meeting criteria) can be presumed not to have a significant VMT impact and can be screened from VMT analysis. Therefore, no VMT mitigation is necessary for project located in Zone 1 areas.

VMT-1 Zone 2 Projects: Projects proposed in Zone 2 areas may or may not have a VMT impact and are required to provide further VMT analysis to verify and quantify potential impacts. Mitigation for impacts in Zone 2 areas is likely to be of a lower intensity due to the Zone 2 areas having a more efficient VMT than the county average, but not efficient enough to be lower than the City VMT impact threshold. Potential measures to be identified in the VMT analysis could include, but are not limited to:

- Incorporate affordable housing into the project.
- Orient the project toward transit, bicycle, and pedestrian facilities.
- Provide bicycle parking.
- Unbundle parking costs (selling or leasing a parking space separate from the purchase or lease of a multifamily residential unit).
- Provide parking cash-out programs.

- Provide car-sharing, bike sharing, and ridesharing programs.
- Provide transit passes; and/or
- Increase project density.

VMT-2 Zone 3 Projects: Projects proposed in Zone 3 areas would be expected to have a VMT impact and would need further VMT analysis to determine the significance of the impact. Mitigation for impacts in Zone 3 areas is likely to be of a higher intensity than Zone 2 areas due to the VMT inefficiency. Potential measures to be identified in the VMT analysis could include, but are not limited to:

- measures identified for Zone 2 areas.
- improve or increase access to transit.
- increase access to common goods and services, such as groceries, schools, and daycare.
- incorporate neighborhood electric vehicle network.
- improve pedestrian or bicycle networks, or transit service.
- provide traffic calming.
- implement roadway pricing.
- locate the project near transit.
- increase the mix of uses within the project or within the project's surroundings.
- increase connectivity and/or intersection density on the project site.

VMT-3 Mitigation Exchange or Bank: The City may evaluate the feasibility of a local or regional VMT impact bank or exchange program. Such an offset program, if determined feasible, would be administered by the City or by a regional agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through onsite changes, a subject project cannot demonstrate consistency with state guidance on VMT reduction, the project can contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.

2.2.4.3 *Findings per CEQA Guidelines*

The VMT analysis prepared for the FGPUZA determined that Mitigation Measures VMT-1 through VMT-3 were necessary to apply to future development projects to help reduce future VMT to the greatest degree practical and feasible. Even with these measures, it cannot be established at this programmatic level that City-wide VMT will be maintained within the County standard, as outlined in the City's VMT guidelines, so impacts of the FGPUZA, including cumulative impacts, are considered significant and unavoidable even with the recommended mitigation.

2.2.4.4 *Facts in Support of Findings Related to Transportation*

The analysis provided in the EIR show that the VMT per service population would decrease in the future due to improved development and transportation patterns. Although OCTAM is currently the best available tool to estimate VMT for the City of Garden Grove, there are some factors that affect how much people travel that are not completely captured by the model. Specifically, factors such as the cost of fuel have been shown to have a dramatic effect on how much people drive. The City of Garden Grove does not have control over the price of gas..

Although the findings indicate that the project is beneficial from a VMT efficiency perspective using the best tool available in Orange County (and the Housing Element is expected to produce VMT at a rate that would not result in a significant impact), due the nature of the FGPUZA, the programmatic level of analysis in the PEIR, the uncertainty related to future fuel prices, and future legislative policy, the City has conservatively deemed this impact to be significant and unavoidable even with the incorporation of mitigation..

For these reasons, the FGPUZA would also result in a significant contribution to a regional (cumulative) VMT impact which is considered significant and unavoidable even with the incorporation of mitigation.

2.3 Impacts Determined to Be Less Than Significant with Mitigation

This section identifies significant adverse impacts of the proposed FGPUZA that require findings to be made under CEQA Section 21081(a) and CEQA Guidelines Section 15091(a)(1). Based on substantial evidence, the City finds that adoption of the mitigation measures set forth in this section would reduce the identified significant impacts to less than significant:

- Hydrology and Water Quality
  - Groundwater supplies and management

- Utilities and Service Systems
  - Relocation or construction of new or expanded utility infrastructure
  - Water supply
  - Wastewater treatment capacity

2.3.1 Hydrology and Water Quality

2.3.1.1 *Potentially Significant Impacts to Hydrology and Water Quality*

Impact HYDRO-2: Would the FGPUZA substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management for the basin?

According to the 2020 Urban Water Management Plan (UWMP), water use within the City's service area has been relatively stable in the past decade with an annual average of 23,717 acre-feet (AF) for potable use. In FY2019-20, the City's water use was 21,979 AF of potable water (groundwater and imported). There is currently no recycled water use within the City's service area. In FY2019/20 the City's water use profile was comprised of 64.8 percent residential use, 24.5 percent commercial/industrial/ institutional use, 2.9 percent large landscape/irrigation use, with non-revenue water and other uses comprising about 7.7 percent. The City's service area is almost completely developed and the 2020 UWMP concluded the City was projected to add minimum land use and small population increase. Water demand is likely to increase 2.8 percent over the next five years based on the UWMP. In the longer term, water demand is projected to increase 0.9 percent from 2025 through 2045. The low projected demand is primarily due to assumed continued water conservation savings. The 2020 UWMP projects potable water use for 2040 will be 22,744 AF. However, the population and housing growth projected under the proposed FGPUZA would be considerably higher than that estimated in the 2020 UWMP.

The City updated its Water Master Plan (WMP) in 2020 which examined the capacity of the City's water supply system to identify any future supply deficits. The WMP indicated that in 2040 the City's water system will be able to provide 48,850 gallons per day (gpd) on a maximum day demand compared to a projected demand of 21,100 gpd. The WMP therefore shows a substantial surplus of available groundwater that can be supplied compared to projected future demand by projected by the UWMP for the year 2040.

Orange County Groundwater Management. The Orange County Water District (OCWD) adopted its first Groundwater Management Plan (GMP) in 1989 and the latest update was completed in 2015. The GMP sets forth basin management goals and objectives and describes how the basin is managed, including a description of basin hydrogeology, water supply monitoring programs, management and operation of recharge facilities, water quality protection and management, and natural resource and collaborative watershed programs. Basin management goals are to: (1) protect and enhance groundwater quality; (2) protect and increase the sustainable yield of the basin in a cost-effective manner; and (3) increase the efficiency of District operations.

In 2014, the State Legislature passed the California Sustainable Groundwater Management Act (SGMA). The law provides authority for agencies to develop and implement groundwater sustainability plans (GSP) or alternative plans that demonstrate the basin is being managed sustainably. On January 1, 2017, the OCWD, City of La Habra, and Irvine Ranch Water District submitted the Basin 8-1 Alternative to the California Department of Water Resources. Elements to be included in GSPs as described in the California Water Code (§10727.2, 10727.4, and 10727.6) have been incorporated into the Alternative. Prior to the Alternative, OCWD provided

five groundwater management plans. The first was published in 1989 and its last was published in 2015. Like its predecessors, the Basin 8-1 Alternative will be updated every five years per SGMA requirements.

2021 General Plan Update. The proposed FGPUZA does not contain any new goals or policies that address groundwater supply or recharge. However, the existing General Plan Infrastructure and Conservation Elements include several goals and policies related to water supplies, most or all of which comes from local groundwater.

The existing Conservation Element Goal CON-1 and its Policies CON-1.1 through CON-1.6 recommend a number of actions to reduce water use (thus freeing up existing supplies) both for surface and groundwater, as well as educating the public about careful use of water. These goals and policies are supported by various Implementation Plans CON-IMP-1A through -1K. For example, CON-IMP-1A encourages the City to assist the efforts of the local water districts to reduce water use and increase reuse of water and wastewater through integrated planning of programs and complementary land use and building regulations. In addition, the Infrastructure Element Goal INFR-1 and its Policies INFR-1.1 through 1.3 and Implementation Program INFR-IMP-1A direct the City to replace its aging water system, improve the water system to serve future demand, and update the City's Water Systems Master Plan.

All of these goals, policies, and programs help increase water efficiency thus decreasing water demand in the Planning Area. Conservation efforts that increase water efficiency and reduce the overall demand for water can contribute greatly to the long-term sustainability of the City's water supply, most of which is supplied by local groundwater. The local Urban Water Management Plan must be updated every five years and will need to be updated to account for the growth represented by future land uses under the FGPUZA. This is considered a potentially significant impact.

2.3.1.2 *Mitigation Measures*

Mitigation Measure UTL-1: New developments under the General Plan Update that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Master Plan for the involved local water provider.

2.3.1.3 *Findings per CEQA Guidelines*

With the inclusion of Mitigation Measure UTL-1, the impact would be reduced to a less than significant level.

2.3.1.4 *Facts in Support of Findings Related to Hydrology and Water Quality*

The City's service area is almost completely developed and the 2020 UWMP concluded the City was projected to add minimum land use and a small population increase. Water demand is likely to increase 2.8 percent over the next five years based on the UWMP. In the longer term, water demand is projected to increase 0.9 percent from 2025 through 2045 by the UWMP. The low projected demand is primarily due to assumed continued water conservation savings. The population and housing growth projected under the proposed FGPUZA would be considerably

higher than that estimated in the 2020 UWMP, however, and would create additional demand not accounted for in the 2020 UWMP. Future development projects under the FGPUZA must therefore demonstrate that their proposed use rates would not exceed the projected supplies for 2040 provided by the local water provider. Implementation of Mitigation Measure UTL-1 would assure that the growth projections of the FGPUZA will be incorporated into and addressed in the UMWP of the water serving agency of the Planning Area at the time new development projects are proposed.

2.3.2 Utilities and Service Systems

2.3.2.1 *Potentially Significant Impacts to Utilities and Service Systems*

Impact UTIL-1: Would the FGPUZA require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The anticipated growth under the FGPUZA is substantial and could require additional water resources. The impact to water supply facilities is potentially significant and requires mitigation.

In addition to water supply, potential impacts to wastewater treatment could be significant. Even with continued implementation of fees to fund planned future wastewater infrastructure expansion, it is possible that growth will occur under the proposed FGPUZA that may result in the need to expand wastewater treatment facilities over time. Since the growth that could occur under the proposed FGPUZA has not yet been integrated into the Orange County Sanitation District's (OCSD) long term facilities planning it is possible that new or expanded facilities may be needed during the 20-year time horizon of the FGPUZA. Potential impacts to wastewater treatment are considered potentially significant.

Impact UTIL-2: Would there be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The FGPUZA is expected to require more water than is currently identified in the most recent UWMP. The imbalance of water supply would likely occur under the "worst case" estimated growth projection for the FGPUZA. Conservation efforts and/or increased supply (from recycled water or other sources) may help offset the new demand created by the anticipated growth. In addition, the City will decrease its reliance on imported water and overall water demand by enacting Demand Management Measures (DMM) that include Water Waste Prevention Ordinances, metering, conservation pricing, public education and outreach, programs to assess and manage distribution system real loss, water conservation program coordination and staffing support, and water use efficiency programs for residential, commercial, and landscape customers. Regardless of conservation efforts, increased supplies from recycling or other water sources, and implementation of DMM and General Plan goals and policies aimed at increasing water efficiency and reducing water demand, the anticipated growth under the FGPUZA is substantial and could require additional water resources if future growth is consistent with the growth projected in this EIR. Therefore, the impacts with respect to water supply facilities are potentially significant and require mitigation.

Impact UTIL-3: Would the FGPUZA 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?

Even with continued implementation of fees to fund planned future wastewater infrastructure expansion, it is possible that growth will occur under the proposed FGPUZA that may result in the need to expand wastewater treatment facilities over time. Since the growth that could occur under the proposed FGPUZA has not yet been integrated into the OCSD's long term facilities planning it is possible that new or expanded facilities may be needed during the 20-year time horizon of the FGPUZA. Potential impacts to wastewater treatment are considered potentially significant.

2.3.2.2 *Mitigation Measures*

Mitigation Measure UTL-1: New developments under the General Plan Update that will be served by local water utility providers will not be approved if they increase water use in excess of what is identified for supply in 2040 under the most recent Urban Water Master Plan for the involved local water provider.

Mitigation Measure UTL-2: Wastewater Treatment. The City shall not approve new development if it would increase wastewater generation demand in excess of the treatment capacity available and planned for in 2040 as described in the most current master planning document of the Orange County Sanitation District.

2.3.2.3 *Findings per CEQA Guidelines*

Water Supply

With the inclusion of Mitigation Measure UTL-1, the impact to water supply would be reduced to a less than significant level.

Wastewater Treatment Facilities

With the inclusion of Mitigation Measure UTL-2, the impact to wastewater treatment facilities would be reduced to a less than significant level.

2.3.2.4 *Facts in Support of Findings Related to Utilities and Service Systems*

Water Supply

As discussed in Section 3.3.1.4, the population and housing growth projected under the proposed FGPUZA would be considerably higher than that estimated in the 2020 UWMP and would create additional demand not accounted for in the 2020 UWMP. Future development projects under the FGPUZA must therefore demonstrate that their proposed use rates would not exceed the projected supplies for 2040 provided by the local water provider. Implementation of Mitigation Measure UTL-1 would assure that the growth projections of the FGPUZA will be incorporated into and addressed in the UMWP of the water serving agency of the Planning Area at the time new development projects are proposed.

Wastewater Treatment Facilities

The PEIR determined that it is possible that growth under the proposed FGPUZA could result in the need to expand wastewater treatment facilities over time. Since the proposed growth has not yet been integrated into the OCSD's long term facilities planning it is possible that new or expanded facilities may be needed during the 20-year time horizon of the FGPUZA, despite the fact that the existing treatment plants have an estimated excess current capacity. As with Mitigation Measure UTL-1, the implementation of Mitigation Measure UTL-2 would assure that the growth projections of the FGPUZA will be incorporated into and addressed in the OCSD's long term facilities planning at the time new development projects are proposed.

2.4 Impacts Determined to be Less Than Significant

Based on the analysis contained in the PEIR, the following issue areas have been determined to fall within the "less than significant impact" or "no impact categories for at least one threshold: biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, and tribal cultural resources, and utilities and services.

2.4.1 Biological Resources

Special Status Species Protections

Analysis of Impacts

Due to the densely developed urban setting of Garden Grove, primarily consisting of no natural biological communities, sensitive species would have little to no potential to occur within the Planning Area. The existing 2008 General Plan and the proposed 2021 General Plan Update do not contain goals or policies concerning biological resources that would negatively impact special-status species. Therefore, it is not expected that any new impacts would occur to special-status species as part of implementation of this FGPUZA. It should also be noted that future development would have to comply with established laws and regulations regarding the protection of biological resources when proposed (e.g., migratory bird treaty act).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Sensitive Natural Communities

Analysis of Impacts

Due to the densely developed urban setting of Garden Grove, natural biological communities, sensitive riparian habitat, or other sensitive natural communities would have little to no potential to occur within the Planning Area. The existing 2008 General Plan and the proposed 2021 FGPUZA do not contain goals or policies concerning biological resources that would negatively impact any riparian habitat or other sensitive natural community. Therefore, it is not expected that any new impacts would occur to sensitive riparian habitat or other sensitive natural communities as part of implementation of this FGPUZA. It should also be noted that future development would have to comply with established laws and regulations regarding the protection of riparian or sensitive communities when proposed (e.g., state streambed alteration agreements).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wetland Conservation

Analysis of Impacts

The 2021 FGPUZA does not contain any new goals or policies concerning biological resources that would allow for adverse impacts to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). The existing General Plan already contains several protection measures for water resources and water quality, and requires compliance with federal, state, and local laws concerning protection of waterways within the Planning Area. In addition, it is not anticipated that new development under the FGPUZA would remove or otherwise impact any wetland resources in the City. Therefore, it is not expected that any new impacts would occur to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) as part of implementation of this FGPUZA.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Fish and Wildlife Movement

Analysis of Impacts

Due to the densely developed urban setting of Garden Grove, primarily consisting of no natural biological communities, there are no identified protected wildlife corridors or protected wildlife nursery sites within the Planning Area. The existing 2008 General Plan and the proposed 2021 FGPUZA do not contain goals or policies concerning biological resources that would negatively impact fish and wildlife movement. In addition, future development would have to comply with established laws and regulations regarding the protection of migratory or sensitive wildlife (e.g., migratory bird treaty act). Therefore, no significant impacts to fish and wildlife movement would be expected as part of implementation of the 2021 FGPUZA.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Conflicts with Local Biological Resources Plans

Analysis of Impacts

The 2021 FGPUZA does not conflict with any local policies or ordinances protecting biological resources. Further, the existing 2008 General Plan and the proposed 2021 FGPUZA do not contain goals or policies concerning biological resources that would negatively impact fish and wildlife movement. In addition, the City Municipal Code contains Tree Ordinance Number 522 which was passed by the City Council on September 5, 1961, which addresses the protection, maintenance, removal, and planting of trees in streets, parks, and other public places. Therefore, no conflict would be expected with existing Local Biological Resources Plans with implementation of the 2021 FGPUZA.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Habitat Conservation Plans

Analysis of Impacts

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within or that affect the Planning Area. Because of this, the 2021 FGPUZA does not contain any goals or policies that

address these types of plans. Therefore, the FGPUZA would not result in any conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Cumulative Impacts

Analysis of Impacts

The FGPUZA will not contribute to substantial adverse cumulative impacts to biological resources, as the FGPUZA is primarily in a developed urban area and natural areas are not targeted for development. In addition, future development would have to comply with established laws and regulations regarding the protection of biological resources as appropriate. Therefore, cumulative impacts to biological resources from future development under the FGPUZA are expected to be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.2 Cultural Resources

Historic Resources

Analysis of Impacts

There are no built environment structures which are currently listed on either the NRHP or the CRHR within the City. Three structures, the Stanley House within Heritage Park, the Harry A. Lake House, and the Reyburn House, are eligible for inclusion the National Register of Historic Places, and by extension, are assumed to also be eligible for inclusion on the CRHR. The Stanley House is designated as Orange County Historical Site No. 13. Additionally, five local landmarks are considered significant to the City, and are highly visible locations, often used as a reference point, as well as establishing the identity of the City. These landmarks are:

- Clock Tower
- Hyatt Hotel (Plaza Alicante)

- Crystal Cathedral
- Stanley Ranch Museum and Heritage Park
- Main Street

Although there are two cemeteries, Magnolia Memorial Park, and Christ Cathedral Memorial Gardens, within the Planning Area, only Magnolia Memorial Park dates from a historic period. The graves and monuments within the cemetery may have the potential to be considered historic resources under CEQA.

The Planning Area has a long-established history of settlement and although many of the oldest buildings in the City were destroyed by an earthquake in 1933 or have since been replaced, the City still contains numerous known historic era structures on its local register, and it is likely that many other historic structures exist which may be eligible for inclusion on a historic register. Future development under the FGPUZA may result in adverse impacts or removal of historic buildings or resources.

The Conservation Element of the current General Plan contains Goal CON-7, Policies CON-7.1 through 7.3 and Implementation Programs CON-IMP-7B through 7H. These goals, policies and implementation programs ensure that significant historical and architectural cultural value resources are preserved and protected by adherence to existing laws, development of appropriate zoning and land development guidelines, consideration of the development of a historic area, review of all development proposals to ensure new construction is in keeping with the historic character of adjacent buildings, providing funding for public and private preservation, encouraging future development in historic areas to be designed in a compatible way, and ensure that public facilities have a minimal impact on historic resources.

It should be noted the proposed FGPUZA updates the Housing, Land Use, and Safety Elements and creates a new Environmental Justice Element. No other changes are being made to the General Plan. However, the existing goals and policies in the Conservation Element will continue to adequately protect historical resources in the City.

The existing Conservation Element goals, policies, and implementation programs as well as the City's development review process serve to protect existing resources, by assessing the historic significance of public and private buildings, consider the establishment of historic area, and promote historic resources. These goals and policies, with regulatory compliance, and the City's development requirements to review CEQA documents for impacts to historic resources, will help reduce potential impacts by future development within the Planning Area, and help protect significant historic resources.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Archaeological Resources

Analysis of Impacts

Prior to European contact, the Planning Area was inhabited by the Gabrieleño Indian Tribe for many thousands of years. Development began in the Garden Grove area in the latter half of the 19th century, but the surrounding area is known to contain archaeological resources that pre-date Spanish and Mexican land grants. Additionally, the Planning Area is located near the modern route of the Santa Ana River. The river, in its natural state, would have frequently changed course into one of many intermittent channels that fan out across the alluvial plain, likely into at least the eastern half of the Planning Area. Floods would have caused the river to have flowed over the alluvial soils in the Planning Area. Native Americans would have used the natural resources of the Santa Ana River and its tributaries as a source of water and food. It is almost certain the Planning Area would have been utilized heavily by the indigenous people living in this area for thousands of years.

One prehistoric site and an additional twelve historic period archaeological sites are known within the City's boundaries. The prehistoric site (CA-ORA-392) is located under a residential development and consists of shellfish remains from food debris, stone tools and stone flakes from manufacturing stone tools.

The historic period sites (CA-ORA-1260H through -1270H and CA-ORA-1307) all date from the early 1900s and are primarily locations of historic trash in association with residences and commercial structures.

Much of the City is heavily developed, greatly reducing the potential for the discovery of cultural resources. However, some areas within the Planning Area that could have potential for discovery of resources include undeveloped land, and prior development with shallow foundations that is anticipated for redevelopment in the FGPUZA.

The Conservation Element of the City's current General Plan contains Goal CON-7, Policy CON-7.1 and Implementation Program CON-IMP-7A which can identify and protect significant tribal cultural/archaeological resources. It should be noted that TCRs can encompass large areas and resources that are more broad or regional compared to archaeological resources which usually refer to more isolated deposits or collections of artifacts in specific locations (see also Section 4.15, Tribal Cultural Resources).

It should be noted the proposed FGPUZA only updates the Housing, Land Use, and Safety Elements while creating a new Environmental Justice Element. Since the Conservation Element is not being updated, Goal CON-7, Policy CON-7.1 and Implementation Program CON-IMP-7A will help the City to continue to adequately protect archaeological resources in the City.

As a result of AB52/SB18 notification there were no tribes for consultation. The Gabrieleno Band of Mission Indians - Kizh Nation was the only entity that responded, and they requested that they be notified of future development takes place (i.e. development proposals. They did not request any additional mitigation or policies be implemented into the new FGPUZA, and consultation was closed with the tribe on June 22, 2021. A complete discussion of tribal outreach is included in Section 4.15 (Tribal Cultural Resources).

The General Plan Update goals and policies serve to protect existing and undiscovered resources by incorporating the need for cultural resource protection. In addition, development projects are subject to the City's standard review procedures and the City has a standard condition of approval requiring that if, during construction, paleontological or archeological resources are found, all attempts will be made to preserve them in place or leave in an undisturbed state in compliance with applicable law. With these goals and policies, and the City's development requirements to review CEQA documents for impacts to archaeological resources, potential impacts to archaeological resources by future development within the Planning Area will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Human Remains

Analysis of Impacts

There are two formal cemeteries within Garden Grove: Magnolia Memorial Park, and Christ Cathedral Memorial Gardens. Magnolia Memorial Park dates from a historic period, and contains historic era burials. Both these cemeteries have established boundaries, and it is unlikely that burials at these cemeteries would be found outside the established boundaries. However, Native Americans have occupied this region for thousands of years, and it is possible that human remains could be discovered during excavation for development, especially on previously undisturbed land.

Section 7050.5 of the California Health and Safety Code (CHSC) requires that, if human remains (or remains that may be human) are discovered on a project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent must then immediately inform the County Coroner and the City of the find. The coroner is permitted to examine the remains under CHSC Section 7050.5(b) to determine if the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant must comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) as outlined in Public Resources Code Section (PRC) 5097. The coroner then contacts the NAHC to determine the Most Likely Descendant (MLD) who will conduct an inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains is to be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency (in this case the City of Garden Grove). CEQA requires the City and any project developer, including the City if it is a public works project, to comply with the CHSC Section 7050.5 and PRC 5097 if human remains are found during excavation.

Compliance with existing state regulations (CHSC Section 7050.5 and PRC 5097) with respect to disturbing human remains, including those interred outside of a formal cemetery, would result in less than significant impacts from implementation of the Project.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Analysis of Impacts

The Planning Area and surrounding area have been occupied by Native Americans for thousands of years, and the region has been inhabited by European settlers since the late 1800's. The City of Garden Grove contains three historic buildings that have the potential to be listed on State and National historic registers and 132 historic buildings and structures that are listed on a local historic register. It is also anticipated that many additional buildings at this point may also be eligible for listing on the City's local register, and thus would be considered historic resources under CEQA.

Additionally, there is a potential for archaeological resources to exist within the Planning Area, particularly in the few remaining undeveloped areas of the City, or where existing foundations are shallow, and where archaeological resources, including human remains, could remain under below the prior level of disturbance.

On a cumulative level, impacts to cultural resources from both the City and the surrounding jurisdictions (i.e. the cities of Anaheim, Cypress, Fountain Valley, Los Alamitos, Orange, Santa Ana, Seal Beach, Stanton, and Westminster) should be considered. These jurisdictions contain numerous cultural resources which, as with all cultural resources, are non-renewable. Damaging, disturbing, or destroying cultural resources results in a permanent loss of resources that can never be replaced, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to cultural resources.

The Conservation Element of the current General Plan contains Goal CON-7, Policies CON-7.1 through 7.3 and Implementation Programs CON-IMP-7A through 7H, which aim to ensure that historically significant buildings, properties and archaeological sites are identified and preserved.

The Open Space and Conservation Element of the proposed FGPUZA contains goals and policies which will identify, preserve, and protect the City's cultural resources and ensure that potential resources are analyzed and protected.

Consistent with federal and state laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. Finally,

state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By adopting the General Plan Update goals and policies, following required laws and regulations, and continuation of the City's required CEQA review of all development projects created by the FGPUZA, the potential cumulative impacts to cultural resources will be minimized, and future development in the City of Garden Grove under the FGPUZA will not make a significant contribution to any cumulative regional impacts on cultural resources.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.3 Energy

Energy Consumption

Analysis of Impacts

Electricity. Temporary electric power would be required at various construction sites throughout the city as growth occurs under the Project. Electricity would be consumed by lighting and electronic equipment (e.g., computers) located in trailers used by construction crews, and by small, off-road equipment (e.g., compressors) used during development activities. However, the electricity used for such activities would be temporary and would have a negligible contribution to the overall energy consumption in the City.

Development facilitated under the FGPUZA would require electricity for multiple uses, including, but not limited to building heating and cooling, lighting, appliance use (e.g., washer, dryer, microwave, etc.), and other electronics (e.g., televisions).

Electricity consumption in the Planning Area in 2040 is expected to increase by approximately 46,643 MWh when compared to 2020 conditions; however, on an efficiency basis, electricity consumption would decrease by approximately 18% from 2.94 MWh/yr/SP to 2.41 GW/yr/SP. Although growth would be occurring within the Planning Area under the FGPUZA, new development and land use turn over would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated electricity consumption in new and/or retrofitted structures. For this reason, the electrical energy that would be consumed by the project is not considered unnecessary, inefficient, or wasteful. It is noted the energy and consumption estimates provided above do not consider any energy savings that would be realized with the implementation of policies in the FGPUZA that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-2A, AQ-2B, and AQ_2C, which reduce construction and operational emissions.

Natural Gas. Substantial natural gas consumption is not anticipated to occur during construction activities implementing the FGPUZA. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection. Potential natural gas use during construction activities associated with Project growth would not substantially contribute to overall energy consumption in the City, and would not be unnecessary, inefficient, or wasteful.

Natural gas consumption by development associated with the FGPUZA would be required for various purposes, such as space and water heating in buildings. CalEEMod was used to estimate natural gas consumption associated with FGPUZA implementation. Based on the demand calculations provided in the PEIR, which assume the average energy efficiency of structures in the City would meet a blend of 2013, 2016, and 2019 Title 24 CALGreen efficiency requirements by 2040, natural gas consumption in the Planning Area in 2040 is expected to increase by approximately 267,778 MMBtu as compared to 2020 conditions. On an efficiency basis, natural gas consumption is estimated to decrease by approximately 10 percent from 6.98 MMBTU/yr/SP to 6.27 MMBTU/yr/SP. This indicates that, although overall natural gas consumption is anticipated to increase under implementation of the FGPUZA, the manner in which natural gas consumption would occur would be more efficient.

Although growth would occur within the Planning Area over the next approximately 20 years, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and/or retrofitted structures. For these reasons, natural gas consumption by proposed land uses in the FGPUZA is not considered to be unnecessary, inefficient, or wasteful. It is noted the energy consumption estimates provided above do not consider any energy savings that would be realized with the implementation of policies in the FGPUZA that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-2A, AQ-2B, and AQ-2C, which reduce construction and operational emissions.

Diesel and Gasoline Fuel. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed during construction activities as the City grows under the Project. Fuel use by construction equipment would be the primary energy resource consumed during development activities, and VMT associated with the transportation of construction materials (e.g., deliveries) and worker trips would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to travel to and from construction sites. State regulations such as LCFS would reduce the carbon intensity of transportation-related fuels, and all construction projects would be required to comply with CARB's Airborne Toxic Control Measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary at each location and required to conduct development activities, it would not be unnecessary, wasteful, or inefficient.

Vehicle fuel consumption associated with FGPUZA implementation would occur over the next approximately 20 years and would primarily be attributable to people traveling to or from the City for work, shopping, school, or other reasons. The amount of diesel and gasoline vehicle fuel consumption in the City under existing 2020 and forecasted 2040 growth conditions is anticipated to be approximately 12,488,408 and 86,721,208 gallons, respectively. Compared to

2020, this represents approximately 121,372 more gallons of diesel fuel consumed, annually, and approximately 7,711,032 fewer gallons of gasoline fuel consumed, annually. On a service population basis, overall petroleum consumption is expected to decrease by approximately 29 percent. Although VMT is anticipated to increase slightly over the next approximately 20 years, VMT per service population is estimated to decrease during the same time period and fuel consumption would generally decrease as vehicle fuel efficiency increases to meet state GHG reduction goals.

CARB has adopted numerous regulations and standards for passenger vehicles that require and encourage fuel efficiency, as well adopting efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG or reducing per-capita GHG emissions from 2005 levels by eight percent by 2020 and 19 percent by 2035 for light-duty passenger vehicles. As such, actual fuel consumption in the City of Garden Grove could be lower in 2040 than estimated.

Vehicle fuel use in the Planning Area is generally anticipated to decrease over the next approximately 20 years on a per capita basis due to land use decisions made by the City, increased access to available modes of transportation, and because of improvements to fuel efficiency standards enacted at the state-level. In addition, vehicle fuel consumption in the City would be a small fraction of statewide use. As such, petroleum consumption associated with implementation of the General Plan Update would not be considered unnecessary, inefficient, or wasteful. It is noted the fuel consumption estimates provided above do not consider any fuel savings that would be realized with the implementation of policies in the FGPUZA that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-2A, AQ-2B, and AQ-2C, which reduce construction and operational emissions.

The consumption of electricity, natural gas, and vehicle fuel resources would be necessary to accommodate the planned level of growth envisioned by the project. The project supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. In addition, the project supports higher density, mixed use development that reduces VMT and fuel consumption as compared to lower intensity development, which generally does not provide the same accessibility to complementing land uses as mixed-use development. For example, mixed-use developments may have a restaurant or grocery store below residential units, which would reduce vehicle trips when compared to a stand-alone residential development that is further away from a restaurant or grocery store. As shown above, the use of energy resources in the Planning Area would become substantially more efficient over time with the change in land uses envisioned by the project and the application of more stringent regulations that reduce energy usage. For these reasons, the project would not result in the unnecessary, inefficient, or wasteful use of energy resources. It is noted the energy and fuel consumption estimates provided above do not consider any energy savings that would be realized with the implementation of policies in the FGPUZA that have been incorporated with the intent of reducing GHG emissions and the incorporation of Mitigation Measures AQ-2A, AQ-2B, and AQ-2C, which reduce construction and operational emissions. This impact would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Not applicable.

Level of Significance After Mitigation

None required.

2.4.4 Geology and Soils

Potential Substantial Adverse Effects

Analysis of Impacts

The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates, and many fault zones are in the area. However, no Alquist-Priolo Earthquake Fault Zones are mapped within the City. The closest potentially active Quaternary fault is the Los Alamitos fault, approximately 1.6 miles to the west of the City. The closest Alquist-Priolo fault is the Newport-Inglewood-Rose-Canyon fault, 3.2 miles southwest of the City. The San Andreas Fault is located approximately 42 miles north of the City. The San Andreas Fault has the highest probability of generating a maximum credible earthquake in the region, causing significant seismic effects. The Newport-Inglewood-Rose-Canyon fault and the Los Alamitos fault are also likely to have the potential to cause strong seismic ground shaking or seismic-related ground failure, or liquefaction in the City.

Liquefaction hazards are present through the majority of the City, and extend into the neighboring cities of Cypress, Fountain Valley, Los Alamitos, Orange, Santa Ana, Seal Beach, Stanton, and Westminster.

There are no landslide zones mapped within the FGPUZA, and there are no significant slopes which could have the potential for landslide risks.

Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures.

The Safety Element of the current General Plan contains Goals SAF-4 and SAF-6; Policies SAF-4.1 through 4.3 and SAF-6.1 through 6.3; and Implementation Program SAF-IMP-4A through 4D, and SAF-IMP-6A through 6C. These Goals, Policies, and Implementation Programs help reduce the potential for impacts related to earthquakes. The current General Plan Goals acknowledge the potential risks from seismic activity by making residents aware of potential environmental hazards, the risks associated with seismic activity, how they should prepare for these instances, and how they should respond, as well as minimizing risks associated with seismic activity and geologic conditions to people and property. The Policies and Implementation Programs of the current General Plan ensure that the information on seismic

risks, safe practices, emergency facilities, and evacuation routes are available through public awareness programs, as well as ensuring safety through seismic rehabilitation of existing structures, avoiding unstable ground for development, and incorporating seismically safe designs into new buildings and structures.

It should be noted the proposed FGPUZA only updates the Housing, Land Use, and Safety Elements, while creating a new Environmental Justice Element. Since the other portions of the Safety Element that deal with geologic and seismic hazards are not being modified, Goals SAF-4 and SAF-6 and their policies and implementation plans will continue to adequately protect people and structures in the City from geologic and seismic hazards. Future development on properties affected by the Zoning Code Amendments will also be required to prepare site specific geotechnical assessments and design development to account for onsite geologic and soil constraints.

In addition to the General Plan, the City of Garden Grove has adopted the California Building Standards Code, which includes requirements on building design and construction based on seismic constraints and expected groundshaking and ground failure throughout California. During the City's existing development review process, proposed private projects are evaluated against the seismic design constraints of all pertinent building codes.

With implementation of the General Plan goals and policies, and all applicable building codes, potential impacts related to geologic and seismic constraints on future development within the Planning Area will be reduced to less than significant levels.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Expansive Soils

Analysis of Impacts

As previously indicated, the Planning Area contains a number of soil constraints. The underlying geology within the FGPUZA is comprised of alluvial deposits, formed from alluviated valleys, and floodplains. In areas where soils have a high clay content, the potential exists for expansion when the soil becomes saturated with water. This type of soil constraint could affect structures and their occupants of future development under the FGPUZA.

The Safety Element of the current General Plan contains Goal SAF-6; Policies SAF-6.1 through 6.3; and Implementation Program SAF-IMP-6A through 6C. These elements work to minimize risks associated with geologic conditions to people and property, and ensure safety through rehabilitation of existing structures, avoiding unstable ground for development, incorporating geologically safe designs into new buildings and structures, and the preparation of site-specific geotechnical reports where necessary. In addition, Safety Goal 6, Implementation Program

SAF-IMP-6C requires new development to prepare and submit site specific geology reports prepared by a registered geologist or soils engineer to the City Building Services Division for approval. These reports will help assure that potential for hazardous soil conditions, including expansive soils, on new development sites is fully evaluated.

In addition to the General Plan, the State Building Code has guidelines on building design and construction based on onsite soil constraints. During the City's development review process, proposed private projects are evaluated against the seismic design constraints of all pertinent building codes.

Level of Significance Before Mitigation

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to expansive soils on future development within the Planning Area will be reduced to less than significant levels.

Mitigation Measures

None required.

Alternative Wastewater Systems

Analysis of Impacts

As previously indicated, the Planning Area contains a number of soil constraints. The underlying geology within the FGPUZA is comprised of younger alluvial deposits, formed from alluviated valleys, and floodplains. Seismic constraints and local geology may impact the placement of septic or similar wastewater treatment systems within the Planning Area.

The Safety Element of the current General Plan contains Goal SAF-6; Policies SAF-6.1 and 6.3; and Implementation Program SAF-IMP-6B and 6C. These elements work to minimize risks associated with geologic conditions to people and property, and ensure avoiding unstable ground for development, and the preparation of site-specific geotechnical reports where necessary. In addition, Safety Goal 6, Implementation Program SAF-IMP-6C requires new development to prepare and submit site specific geology reports prepared by a registered geologist or soils engineer to the City Building Services Division for approval. These reports will help assure that onsite soils can support alternative wastewater systems if proposed for new development sites in the future.

In addition to the General Plan, the State Building Code (SBC) and CBC have guidelines on building design and construction based on seismic constraints and expected ground shaking and ground failure throughout California. During the City's development review process, proposed private projects are evaluated against the seismic and soil design constraints of all pertinent building codes, including those requiring septic or alternative wastewater treatment systems. The City typically requires this information be provided in a soils constraints or geotechnical constraints report signed by a registered engineer or geologist.

Level of Significance Before Mitigation

With implementation of the General Plan goals and policies and all applicable building codes, potential impacts related to septic tanks or alternative wastewater disposal systems on future development within the Planning Area will be reduced to less than significant levels.

Mitigation Measures

None required.

Paleontological Resources

Analysis of Impacts

As previously indicated, the Planning Area contains predominantly younger alluvial deposits from geologically recent flood plain deposits. These younger alluvial deposits are from the Holocene Epoch (11,700 years ago to modern day). The site is a developed area, and geological analysis does not reveal the presence of, or potential for, unique geological features.

Alluvial deposits, particularly from the Pleistocene Epoch (2,580,000 to 11,700 years ago) can contain fossilized material. The Society of Vertebrate Paleontology state that vertebrate fossils are significant nonrenewable paleontological resources that are afforded protection by federal, state, and local environmental laws and guidelines, invertebrate fossils are not. There is potential for invertebrate fossils to be present in soils within the Planning Area. However, invertebrate fossils would not generally constitute a significant resource. Vertebrate fossils are rarer, and fossils generally are unlikely to be within younger alluvial deposits.

The City's development review process would require research and technical analysis to determine if a site contains identified or possible paleontological or unique geologic resources.

Because of the low potential for paleontological discovery, the existing General Plan does not contain any goal, policies, or implementation programs relative to paleontological resources. The City has the following standard condition of approval relative to paleontological resources that it applies to new development when appropriate: "During construction, if paleontological or archeological resources are found, all attempts will be made to preserve in place and leave in an undisturbed state in compliance with applicable laws and regulations."

Level of Significance Before Mitigation

Less that significant.

Mitigation Measures

None required.

Cumulative Impacts

Analysis of Impacts

The Planning Area is in a seismically active area. The greater Los Angeles region straddles two tectonic plates, and many fault zones are in the area. The Los Alamitos fault, and the Newport-Inglewood-Rose-Canyon are close to the City. The San Andreas Fault is further north of the City but has the highest probability of generating a maximum credible earthquake in the region, causing significant seismic effects. The Newport-Inglewood-Rose-Canyon and the Los Alamitos fault are likely to have the potential to cause strong seismic ground shaking or seismic-related ground failure, or liquefaction in the City.

Liquefaction hazards are present through the majority of the City, and extend into the neighboring cities of Cypress, Fountain Valley, Los Alamitos, Orange, Santa Ana, Seal Beach, Stanton, and Westminster. In areas where soils have a high clay content, the potential exists for expansion when the soil becomes saturated with water. This type of soil constraint could affect structures and their occupants of future development under the FGPUZA.

There are no landslide zones mapped within the FGPUZA, and there are no significant slopes which could have the potential for landslide risks.

Due to its location and physical conditions, future development in the Planning Area would be subject to geologic and seismic constraints which may represent a potentially significant impact on future structures and could affect previously undiscovered paleontological resources as well.

State law requires that the Safety Elements of city general plans, including Garden Grove, address potential geologic and seismic constraints. The Safety Element of the current General Plan contains Goals 6 and 7 and their attendant policies and implementation plans that acknowledge potential seismic-related risks, promote active redevelopment to remove structures vulnerable to seismic activity; and allow funding for seismic retrofitting, as well as ensuring that large developments and critical facilities are subject to soils analysis and seismic review, and that the City will continue adopt the seismic standards of the Uniform Building Code (UBC), which has since merged with other building codes to become the International Building Code (IBC), and be proactive in amending its own standards based on new seismic research and technologies.

The General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of Garden Grove's General Plan. In addition to local general plans, the State Building Code (SBC) and CBC have guidelines on building design and construction based on seismic constraints and expected ground-shaking and ground failure throughout California.

In these ways, potential cumulative impacts to future development from geologic, seismic, and soil constraints will be minimized, and future development in the City of Garden Grove under the FGPUZA will not make a significant contribution to any cumulative regional impacts on geologic, seismic, soil, or paleontological resources.

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

None required.

2.4.5 Hazards and Hazardous Materials

Transport, Use, and Disposal Hazards

Analysis of Impacts

Implementation of the proposed General Plan Update would result in an increase in residential dwelling units within the Planning Area.

Construction of future development under the FGPUZA would likely involve the use and disposal of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would be used and disposed in compliance with existing government regulations, and would not be considered a significant hazard. Typical Best Management Practices to control hazardous materials during construction include proper labeling and storage, removal of materials once completed, and offsite vehicle maintenance.

Operational hazardous materials associated with new residential uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. The limited quantity of such products would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The existing Safety Element of the General Plan contains Goal SAF-9 and policies SAF-9.1 and SAF-9.2 to assure future development would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. These will remain unchanged in the FGPUZA.

Future commercial or light industrial development within the Planning Area could involve the storage, use and disposal of potentially hazardous materials, including building maintenance supplies, paints and solvents, pesticides and herbicides for landscaping and pest control, vehicle maintenance products, and similar substances. The City would require all new development to follow applicable regulations and guidelines regarding the storage, handling and disposal of hazardous waste. In addition, all hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal law. Since the FGPUZA mainly addresses residential and mixed-use development, its potential impacts related to hazardous materials will be further limited.

Given the extensive existing federal, State, and local hazardous materials regulations already in place, the proposed FGPUZA would not create a significant hazard to the public or the

environment from hazardous materials transport, storage, use, and disposal. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Hazardous Materials

Analysis of Impacts

Several hazardous materials releases have been reported within the Planning Area. Additionally, there may potentially be other unreported releases within the Planning Area or in areas adjacent to the Planning Area. It is possible that contaminants in soil or groundwater could expose future construction workers, residents, workers, or other members of the public to potential hazards. Although the FGPUZA largely addresses residential and mixed-use development, it does involve some expanded industrial uses which may handle, store, or utilize hazardous materials. However, the potential for soil contamination for any proposed new development would be addressed through compliance with all local, State, and federal law and the continued application of existing General Plan Safety Element goals and policies that address and resolve underground contamination, as explained below.

The existing Safety Element of the General Plan includes Goal SAF-9 and policies SAF-9.1 and SAF-9.2 to assure future development would not result in significant environmental impacts regarding accidents involving hazardous materials.

Demolition of existing structures in the Planning Area would involve removal and disposal of existing building materials. Some older buildings may contain hazardous air-borne materials, such as asbestos containing materials or lead based paint. If not properly abated, these materials could negatively impact construction workers or members of the public. The South Coast Air Quality Management District (SCAQMD) regulates the demolition and renovation of buildings and structures that may contain asbestos, and the manufacture of materials known to contain asbestos. The SCAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement and is to be notified 10 days in advance of any proposed demolition or abatement work. SCAQMD regulations must always be followed when removing asbestos or demolishing buildings.

If contaminated soils are found during grading, work must be halted, and the appropriate regulatory agency or agencies contacted depending on the nature of the contamination. Typically, a contractor or the local CUPA would assist in identifying any unknown materials, and if necessary, the state Department of Toxic Substances Control (DTSC) would be consulted to identify and implement appropriate characterization and remediation procedures.

The implementation of the FGPUZA will not result in other reasonably foreseeable upset and accident conditions. With continued adherence to the requirements of the General Plan Safety Element and compliance with established local, State, and federal environmental site assessment procedures potential impacts related to upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Hazardous Emissions

Analysis of Impacts

There are several schools within the Planning Area boundaries. New development within the Planning Area under the FGPUZA is expected to be primarily residential, although it will also include commercial and light industrial uses. None of these uses are expected to generate hazardous emission or involve the handling of hazardous or acutely hazardous materials, substances, or waste, including areas within one-quarter mile of existing or proposed schools. Hazardous materials associated with construction of new uses would include vehicle fuels, paints, solvents, insulation and caulking materials, etc. Hazardous materials associated with the operation of new residential and commercial uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. However, the limited quantity of such products would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. New or expanded industrial uses may transport, store, handle, or dispose of a wider range of hazardous materials compared to residential and commercial uses. The industrial use of hazardous materials is regulated at several levels including local, state, and federal agencies. The Orange County Fire Authority (OCFA), as the local CUPA, regulates businesses in the County, including Garden Grove, which utilize hazardous materials. When necessary, the OCFA consults and coordinates with other agencies regarding hazmat issues, including DTSC, RWQCB, and the State Environmental Protection Agency (CEPA).

The existing Safety Element of the General Plan contains Goal SAF-9 and policies SAF-9.1 and SAF-9.2 to assure future development would not result in significant environmental impacts regarding accidents involving hazardous materials, including near schools. In addition, the proposed FGPUZA contains no additional goals and policies relative to hazards and hazardous materials.

New development within the Planning Area could use and dispose of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would comply with existing government regulations, and would not be considered a significant hazard. In addition,

individual discretionary development applications would be required by the City to undergo a project specific CEQA review which would include an evaluation of a project's potential impacts on any nearby schools. Therefore, impacts of the FGPUZA would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Hazardous Material Sites

Analysis of Impacts

There are several known open contamination sites within the Planning Area that have or had contamination requiring remediation. According to the California EPA and the DTSC, however, there are no Cortese Sites, as defined in Government Code section 65962.5, listed in the City of Garden Grove (CalEPA 2021, DTSC 2021). Future development under the FGPUZA will also be required to comply with applicable federal, state, and local laws and regulations regarding hazardous materials depending on the type of use and materials to be used.

The existing Safety Element of the General Plan includes Goal SAF-9 and policies SAF-9.1 and SAF-9.2 to assure future development would not result in significant environmental impacts regarding sites within the City contaminated by hazardous materials.

If future redevelopment is proposed at any of these contamination sites, potential contamination (if not already remediated) would be addressed through the City's development review requirements in accordance with the General Plan Safety Element policies and in compliance with applicable state and federal regulations.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Airports

Analysis of Impacts

The Joint Forces Training Base, Los Alamitos (JFTB) is just west of the Planning Area. In 2016 the Orange County Airport Land Use Commission (ALUC) adopted the Airport Environs Land Use Plan for the Joint Forces Training Base Los Alamitos (AELUP) to protect the public around the JFTB while ensuring its continued operation. In addition, Federal Aviation Regulation (FAR) Part 77, Section 77.9 requires notice to the Federal Aviation Administration (FAA) be given for

any proposed structure with a height of more than 200 feet Above Ground Level in areas covered by the AELUP. Section 4.7.1 above the western third of the Planning Area is within the AELUP and FAR Part 77 Notification Area and the area known as West Garden Grove is located within the Obstruction Imaginary Surfaces (OIS) area for the JFTB. In addition, the northwest corner of West Garden Grove is within the 60/65 CNEL noise contour impact zone for the JFTB.

The existing Land Use Element of the existing General Plan contains Goal LU-16 and its policies LU-16.1 and LU-16.2 to assure future development will be consistent with the AELUP and FAA Part 77 requirements through ALUC. These will remain unchanged in the FGPUZA.

If future redevelopment is proposed in the western portion of the Planning Area subject to JFTB restrictions, limitations under the AELUP and FAA Part 77 would be addressed through standard Conditions of Approval (COAs) during the City's development review requirements. These COAs would be in accordance with the General Plan Safety Element policies and in compliance with applicable federal regulations regarding airports. With regulatory compliance, impacts will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Adopted Response and/or Evacuation Plans

Analysis of Impacts

As described in the City's Hazard Mitigation Plan, all major public streets serve as principal evacuation routes including but not limited to: (north-south) Beach Boulevard (Highway 39), Katella Avenue, Chapman Avenue, Lampson Avenue, Garden Grove Boulevard, Trask Avenue, Westminster Avenue, Hazard Avenue, Bolsa Avenue, McFadden Avenue (west-east) Dale Street, Magnolia Street, Gilbert Street, Brookhurst Street, Euclid Street, Harbor Boulevard, and the SR-91 Freeway (City 2019). These principal access ways are all well-maintained and will support an evacuation function, however, in any evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident.

The existing Safety Element of the General Plan contains Goal SAF-4 and Policy SAF-4.3 to assure future development would not conflict with emergency planning or evacuation. These will remain unchanged in the FGPUZA.

While it is possible that there may be temporary and limited circulation changes that may be required during discrete periods of time associated with specific construction projects, these changes would be temporary and would be of a nature that still allowed evacuation in the event of an emergency. During construction, development that affects public streets typically prepare Traffic Control Plans (TCPs) to demonstrate how they will control traffic around the site if lanes

must be closed or blocked in any way. Emergency access would be maintained to all properties within the project limits and the surrounding vicinity during construction. Therefore, impacts on emergency access would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Wildland Fires

Analysis of Impacts

The City is not adjacent or in the general vicinity of any natural areas due to its urban setting, and the Planning Area does not contain any designated "Very High Fire Hazard Zones according to the State Department of Forestry and Fire Protection (CSG 2021, CDFFP 2021). Therefore, the City will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The existing Safety Element of the General Plan contains Goals SAF-4 and SAF-5 and corresponding policies and implementation programs to assure future development would not be threatened by urban or wildfires. The proposed FGPUZA does not contain any additional goals or policies relative to wildfires although the Safety Element update is focused on increased heat and fire events that may result from climate change.

With continued compliance with State codes and Fire Authority design and construction guidelines, the proposed FGPUZA would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Analysis of Impacts

Impacts related to hazards and hazardous materials are generally site specific and not cumulative in nature because each project area has unique considerations that would be subject to uniform site development and construction standards. As such, the potential for cumulative impacts is limited. Impacts associated with potential fire hazards occur at individual

building sites. These effects are site-specific, and impacts would not be compounded by additional development within the urban setting of the Planning Area.

The existing Safety Element of the General Plan contains Goals 4, 5, 9, and 16 and corresponding policies to assure future development would not result in significant environmental impacts regarding emergency plans, evacuation, hazardous materials, and airport hazards.

Compliance with the requirements of local, state, and federal law in addition to the General Plan Safety Element described above would result in impacts from hazards and hazardous materials that would be less than significant. Therefore, implementation of the proposed FGPUZA would not result in any cumulatively considerable impacts regarding these issues.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.6 Hydrology and Water Quality

Degradation of Groundwater Quality

Analysis of Impacts

According to the Orange County Public Works Department, water quality in the Planning Area and surrounding jurisdictions is regulated by a number of federal, state, and county laws and regulations. The Planning Area is located within the North OC Watershed Management Area (WMA), which encompasses 241,000 acres (376 square miles) in Northern Orange County. The NOC WMA is bordered by Los Angeles County to the North and West and to the East by San Bernardino County. The three watersheds in this area are the San Gabriel River/Coyote Creek, Anaheim Bay-Huntington Harbor and the Santa Ana River. All three watersheds lie within the Santa Ana Regional Water Quality Control Board boundary. The NOC WMA includes the cities of Anaheim, Brea, Buena Park, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, La Habra, La Palma, Los Alamitos, Placentia, Seal Beach, Stanton, Villa Park, Westminster, and Yorba Linda, and portions of the cities of Costa Mesa, Orange, Newport Beach, and Santa Ana, as well as unincorporated areas of Orange County (Orange County, 2020a).

The City of Garden Grove is a co-permittee in the Orange County National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit. To comply with the MS4 permit and reduce stormwater pollution, the City has implemented the following measures: Plan Review and implementation of Construction and Post-Construction Water Quality Best Management Practices (BMPs) for Development and Redevelopment; Low Impact Development (LID) Ordinance; and Regenerative Street Sweeping. Typical BMPs include site and street sweeping, bio-swales and straw-wattles during construction, covering exposed soils, etc. In addition, the Garden Grove Sanitary District monitors and manages

wastewater conditions such as sewer overflows, line blockages by fats, oils, grease, and tree roots within the City to assure it meets the RWQCB requirements for waste discharges.

2021 General Plan Update. The proposed FGPUZA does not contain any new goals or policies that address overall water quality, waste discharge, or stormwater requirements. However, the Infrastructure Element of the existing General Plan contains a number of goals and policies related to water quality from various sources. Goal INFRA-4 and Policies INFR-4.3, 4.4, 4.7, 4.8, and 4.9 commit the City to continued efforts to protect and improve water quality both from existing development as well as new development that would occur. In addition, Implementation Programs INFRA-IMP-4B through -4N require public education about and enforcement of Best Management Practices (BMPs) for various types of land uses in the City.

Similarly, Goal CON-2 in the Conservation Element of the existing General Plan and its Policies CON-2.1 through CON-2.6 and its Implementation Plans CON-IMP-2A through -2F help promote efforts throughout the City to improve both surface and groundwater quality. For example, CON-IMP-2A encouraging programs to maintain pathogen and nutrient levels at or below target levels set by the Santa Ana Regional Water Quality Control Board.

With implementation of the existing General Plan Infrastructure, Conservation, and Safety Elements goals and policies related to water quality, regulatory compliance, and the City's development review process, potential impacts related to local and regional water quality from future development within the Planning Area will be reduced to less than significant levels. Therefore, the FGPUZA would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Impacts to Drainage Patterns, Erosion, Siltation, or Water Quality

Analysis of Impacts

Erosion/Siltation. The Planning Area is located within the North OC Watershed Management Area (WMA), which encompasses 241,000 acres (376 square miles) in Northern Orange County. The NOC WMA is bordered by Los Angeles County to the North and West and to the East by San Bernardino and Riverside Counties. The three watersheds in this area are the San Gabriel River/Coyote Creek, Anaheim Bay-Huntington Harbor and the Santa Ana River. All three watersheds lie within the Santa Ana Regional Water Quality Control Board boundary. The NOC WMA includes the cities of Anaheim, Brea, Buena Park, Cypress, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, La Habra, La Palma, Los Alamitos, Placentia, Seal Beach, Stanton, Villa Park, Westminster, and Yorba Linda, and portions of the cities of Costa Mesa, Orange, Newport Beach, and Santa Ana, as well as unincorporated areas of Orange County (Orange County, 2020a).

The overall development pattern of the City has been established for many years and is not likely to change dramatically in the future with respect to stormwater runoff or increase in impervious surfaces. Implementation of the FGPUZA will continue existing trends and patterns, and sites that contain drainages will be evaluated in the CEQA and planning review processes to determine the most appropriate way to accommodate existing drainages. Similar to the overall development pattern, the overall drainage pattern and system of drainage and flood control channels will likely continue similar to existing conditions and will not adversely affect the capacity of the existing drainage system.

Future development under the FGPUZA will result in grading of vacant land or the demolition and regrading of developed land. Under either of those conditions erosion from wind and water can occur, especially if disturbed soils are left exposed for long periods of time. The existing Garden Grove General Plan includes goals and policies to control erosion during new development and/or redevelopment (See Conservation Element Goal CON- 2 and Policies 2.1, 2.2 and 2.6 in Section 4.8.2, above) in addition, the City's development review procedures require new projects to be consistent with regulations of federal and state agencies regarding best management practices (BMPs) to protect water quality including erosion control. By implementing these goals and policies and continuing to implement the City's development review process, the FGPUZA will have less than significant impacts to drainage patterns as they relate to erosion and siltation.

Increased Runoff. As outlined above, the overall development pattern of the City has been established for many years and is not likely to change dramatically in the future. A key design consideration of all new development is to not increase offsite downstream runoff by retention or detention onsite and by implementing low impact development where practical. As also outlined above, the existing Garden Grove General Plan includes goals and policies regarding natural and established drainages and protecting downstream properties relative to new development (See Conservation Element Goal CON- 2 and Policies 2.1 through 2.6 and Infrastructure Goal INFR 4 and Policies 4.1,4.3 and 4.5 in Section 4.8.2, above). In addition, the City's development review procedures require new projects to be consistent with flood control regulations of federal and state agencies to protect downstream properties. Implementing these goals and policies, and continuing to implement the City's development review process, will result in the FGPUZA having less than significant impacts regarding increases in runoff.

Increased Pollution. The preceding sections conclude that future development under the FGPUZA will have less than significant impacts in terms of altering drainage patterns, increasing erosion and siltation, and increasing downstream runoff. These are all key factors that lead and contribute to water quality pollution. Also, since the City is almost completely developed the Project is not expected to result in substantial increased run-off, erosion or siltation. In addition. as older areas redevelop it is very possible that runoff pollution will decrease since current federal and state requirement with respect to water quality Therefore, the FGPUZA will have less than significant impacts in terms of increased water pollution within the Planning Area.

Affect Flood Flows. Exhibit 4.8-1 (Flood Zones) above shows Federal Emergency Management Agency (FEMA) flood mapping zones for the Planning Area. As shown in Exhibit 4.8-1, most of the Planning Area faces minimal flood hazards. According to the FEMA Flood Insurance Rate Maps covering the Planning Area, the western two thirds of the Planning Area lies within Zone X which is designated as areas determined to have minimal flood hazards, areas protected by levee from a 100-year flood, or areas with a 0.2 percent chance of flooding. However, the eastern third of the Planning Area is listed as Zone A which represents areas with

a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Since nearly all of the Planning Area is developed there will be little or no change with respect to existing drainage patterns, volumes or stormwater flows. Future development proposal under the FGPUZA will be designed to work within the existing drainage system or will be required to enhance or modify drainage facilities so that system capacity is maintained. Therefore, the FGPUZA will have less than significant impacts relative to altering flood flows

2021 General Plan Update. The proposed FGPUZA does not contain any new goals or policies that address water quality, increased runoff, erosion, or other water pollution. However, the Infrastructure Element of the existing General Plan contains a number of goals and policies related to erosion as it relates to water quality. Goal INFR-3 and its Policies INFR-3.1 through -3.4 commit the City to maintain and upgrade the City's storm drain system as necessary which includes controls for erosion and siltation which can reduce channel capacities. This goal and policies are supported by Implementation Programs INFR-IMP-3A through -3F. For example, INFR-IMP-3D requires continued implementation of adequate erosion control measures for new development or reconstruction projects to minimize sedimentation damage to drainage facilities, while INFR-IMP-3G requires the City to update its Master Plan of Drainage as necessary.

In addition, Infrastructure Element Goal INFR-4 and its Policies INFR-4.3, 4.4, 4.7, 4.8, and 4.9 commit the City to continued efforts to protect and improve water quality, including reduced sedimentation, both from existing development as well as new development that would occur. In addition, Implementation Programs INFRA-IMP-4B through -4N require public education about and enforcement of Best Management Practices (BMPs) for various types of land uses in the City.

Similarly, Goal CON-2 in the Conservation Element of the existing General Plan and its Policies CON-2.1 through CON-2.6 and its Implementation Plans CON-IMP-2A through -2F help promote efforts throughout the City to improve downstream runoff and pollution control including erosion (See Section 4.8.2 above for text of goals and policies).

Based on the preceding analysis, the future development under the FGPUZA and City development review process will not 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: (a) result in substantial erosion or siltation on- or off-site; (b) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (c) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; (d) provide substantial additional sources of polluted runoff; or (e) Impede or redirect flood flows. Therefore, impacts will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Pollutant Risk from Site Inundation

Analysis of Impacts

Flood Hazard. As shown in Exhibit 4.8-1, most of the Planning Area faces minimal flood hazards. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps covering the Planning Area, the western two thirds of the Planning Area lies within Zone X which is designated as areas determined to have minimal flood hazards, areas protected by levee from a 100-year flood, or areas with a 0.2 percent chance of flooding. However, the eastern third of the Planning Area is listed as Zone A which represents areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. These areas of the Planning Area are already mostly developed. The proposed FGPUZA does not include approval of any site specific development proposal at this time and its implementation would not increase the flood hazard in the area. Therefore, the risk of release of pollutants as a result of flooding is considered less than significant.

Dam Failure. Much of the eastern third of the Planning Area is in the dam inundation area for Prado Dam. The dam and its reservoir are maintained by the Army Corp of Engineers (Corps) and were constructed in 1941. The dam is in Riverside County, approximately two miles west of Corona and on the lower Santa Ana River approximately 30.5 miles upstream from the confluence with the Pacific Ocean. Prado Dam and Reservoir serve as the principal regulating structure on the Santa Ana River and comprise more than 11,500 acres, out of which 4,100 acres are riparian habitat, 4,823 acres are recreation areas, and 2,400 acres are owned by the Orange County Water District. The Corps owns 9,100 acres in the Basin. The reservoir has a capacity of 217,000 acre-feet (Army Corps of Engineers, 2020). The Army Corps of Engineers has characterized Prado Dam as a high urgency risk and is in the process of repairing and improving the dam (Insurance Journal, 2020). The proposed FGPUZA does not include any changes to the existing General Plan that would increase the risk of inundation from dam failure or release of pollutants during dam inundation.

Tsunami. The City and Planning Area are located more than 8 miles inland of the Pacific Ocean. Therefore, the City has minimal to no risk from tsunamis and there is little potential for significant release of pollutants within the Planning Area from a tsunami.

Seiche. A seiche is a standing wave generated during earthquakes within enclosed bodies of water like reservoirs and lakes. The only enclosed body of water in the Planning Area is the Twin Lakes reservoir located at Haster Basin Recreational Park just southwest of the intersection of Lampson Avenue and Haster Street. In 2013, as part of the Haster Retarding Basin, Pump Station, and Recreational Field Project, the existing reservoir was reconstructed to increase its capacity and create added flood protection for the community. This reservoir is empty most of the year and only temporarily stores storm water before draining into the ground beneath. Therefore, the likelihood of an earthquake causing a seiche at this location is minimal. In addition, the proposed FPGUZA does not include any changes to this facility or the surrounding area that could result in the likelihood of seiche increasing. Therefore, seiches represent a very low risk to Planning Area residents so there is little potential for significant release of pollutants within the Planning Area due to seiches.

Pollutant Release. The preceding analysis demonstrates the City and Planning Area have a very low risk of pollutants being released during flooding, dam failure, tsunami, or seiche within the region. Impacts are therefore less than significant.

The proposed FGPUZA does not contain any new goals or policies that address water quality, increased runoff, erosion, or other water pollution. However, the existing General Plan Safety Element has Goal SAF-7 which requires the City to minimize injury and loss of life, damage to public and private property and infrastructure, and economic and social disruption caused by inundation and flood hazards. This goal is supported by Policies SAF-7.1 through SAF-7.4 as well as Implementation Plans SAF-IMP-7A through -7D (See Section 4.8.2 for the text of the policies). Due to the relatively low risk to the Planning Area from dam failure, tsunami, and seiche, there is little potential for significant release of pollutants from these other sources, so impacts are less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Project Compliance with Water Quality and Groundwater Management Plans

Analysis of Impacts

Water Quality Control Plan. The Santa Ana RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of southwestern San Bernardino County, western Riverside County, and northwestern Orange County, including the Planning Area. The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247). The Orange County RWQCB Basin Plan must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state water policy. The Porter-Cologne Act also provides the RWQCBs with authority to include within their basin plan water discharge prohibitions applicable to particular conditions, areas, or types of waste. More specifically, the Basin Plan: (i) identifies beneficial uses for surface and ground waters, (ii) includes narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan.

The Basin Plan is continually being updated to include amendments related to implementation of TMDLs of potential pollutants or water quality stressors, revisions of programs and policies within the Orange County RWQCB region, and changes to beneficial use designations and associated water quality objectives. The current General Plan and the proposed FGPUZA both require the City and future development within the Planning Area to be consistent with the Basin

Plan. Therefore, the FGPUZA will not conflict with or obstruct implementation of a water quality control plan.

Groundwater Management Plan. In 2014 the governor signed the Sustainable Groundwater Management Act (SGMA) into law which requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The two local Watermasters are currently in the process of determining if it will form or join a GSA to prepare GSPs for their respective groundwater basins. Once the GSPs are developed, the UWMP of the local water-serving agency/company will need to bring their UWMP into compliance or consistency with the GSPs. See additional information in Impact HYD-2 on Orange County groundwater management.

2021 General Plan Update. The proposed FGPUZA does not contain any new goals or policies that address surface water or groundwater management. However, the existing General Plan Infrastructure and Conservation Elements include several goals and policies related to water supplies, most or all of which comes from local groundwater.

The existing Conservation Element Goal CON-1 and its Policies CON-1.1 through CON-1.6 recommend a number of actions to reduce water use (thus freeing up existing supplies) both for surface and groundwater, as well as educating the public about careful use of water. These goals and policies are supported by various Implementation Plans CON-IMP-1A through -1K. For example, CON-IMP-1A encourages the City to assist the efforts of the local water districts to reduce water use and increase reuse of water and wastewater through integrated planning of programs and complementary land use and building regulations.

In addition, the Infrastructure Element Goal INFR-1 and its Policies INFR-1.1 through 1.3 and Implementation Program INFR-IMP-1A direct the City to replace its aging water system, improve the water system to serve future demand, and update the City's Water Systems Master Plan.

All of these goals, policies, and programs help increase water efficiency thus decreasing water demand in the Planning Area. Conservation efforts that increase water efficiency and reduce the overall demand for water can contribute greatly to the long-term sustainability of the City's water supply, most of which is supplied by local groundwater.

Under **Mitigation Measure UTL-1**, the City will inform the local water serving agencies of its change in land use and growth projections under the FGPUZA. This information will then contribute to the planning process of the two Watermasters and the subsequent GSPs for groundwater management in this region. Therefore, the FGPUZA will not conflict with or obstruct implementation of a sustainable groundwater management plan.

Level of Significance Before Mitigation

Potentially Significant.

Mitigation Measures (see Section 4.16 Utilities or Impact HYDRO-2 above)

Level of Significance After Mitigation

Less Than Significant with implementation of **Mitigation Measure UTL-1**

Cumulative Impacts

Analysis of Impacts

The Planning Area and surrounding communities contain water-related hazards. They also contain surface and groundwater resources that must be protected. State law requires that the Safety Elements of city general plans, including Garden Grove, address potential flooding, erosion, changing drainage patterns, and other water-related hazards. In addition, the General Plan Infrastructure and Conservation Elements identify ways the City will coordinate with other agencies to protect surface and groundwater. The Safety Element also contains goals and policies which acknowledge these potential risks and require structures and infrastructure to provide adequate levels of safety for the community.

In addition, the General Plans for the surrounding cities and the County General Plan are all required to identify potential risks from flooding, geologic and seismic conditions and contain goals and policies to address these risks and protect the public. These goals and policies are intended to be consistent with state law and are similar to those of Garden Grove's General Plan. In addition to local general plans, various state laws including CEQA require the City as a lead agency to identify potential hazards related to new development as well as protect important water resources as development occurs in the future. Local water districts must prepare Urban Water Management Plans and Groundwater Sustainability Plans are required to provide long-term protection for both surface and groundwater supplies for the region.

In these ways, potential cumulative impacts to future development from flooding and water-related hazards will be minimized, and the protection of important regional water resources will be protected. Therefore, future development in the City of Garden Grove under the proposed FGPUZA will not make a significant contribution to any cumulative regional impacts on flooding or other water-related hazards and protect surface and groundwater resources in the future.

Less Than Significant with implementation of General Plan goals and policies protecting the public from water-related hazards and carefully managing important water resources consistent with state law. Under **Mitigation Measure UTL-1**, the City will inform the local water serving agencies of its change in land use and growth projections under the FGPUZA. This information will then contribute to the planning process of the two Watermasters and the subsequent GSPs for groundwater management in this region.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required for cumulative impacts.

2.4.7 Land Use and Planning

Established Communities

Analysis of Impacts

The physical division of an established community typically refers to the construction of a physical feature (such as new freeway, railway, or other large transportation project) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community.

The Land Use Element of the existing General Plan contains Goal LU-2 and its Policies LU-2.1 through LU-2.7 which are aimed at preserving existing neighborhoods while Goal LU-4 and its Policies LU-4.1 though LU-4.8 encourage the City to develop adjacent land uses that are compatible with each other. In addition, the FGPUZA is a policy document designed to direct long-term growth within the Planning Area and does not propose major circulation changes that would restrict access to specific areas or neighborhoods within the City. Goal 1 and its Policy 1.1 of the Housing Element of the FGPUZA is to preserve residential neighborhoods throughout the City. Therefore, implementation of the FGPUZA would not physically divide an established community (or established neighborhoods).

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

No mitigation is required.

Plan Conflicts

Analysis of Impacts

The 2020-2045 RTP/SCS was based on the land uses and growth projections of the existing General Plan. Although the proposed FGPUZA growth will not match SCAG's regional plans once the City has adopted the FGPUZA, it will transmit its new growth numbers to SCAG and those estimates will be incorporated into the ongoing revisions to the RTP/SCS, thereby achieving balance and consistency between the two plans.

Consistency with Connect SoCal (2020-2045 RTP/SCS). In September 2020 SCAG adopted "Connect SoCal" which is a new term for its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. Table 4.9-2 of the PEIR, *Consistency with SCAG Connect SoCal Goals*, demonstrates that the proposed General Plan

Update is consistent with the ten goals and environmental justice guidelines of the SCAG Connect SoCal document.

Level of Significance Before Mitigation

The FGPUZA will change land uses, housing, and growth projections for the City. While these changes are consistent with SCAG's RHNA directives, they may not be fully consistent with SCAG's 2020 RTP/SCS because the increase in housing will also increase local VMT. Once the next RTC/SCS is adopted (likely in 2024) it will accommodate the new land uses that will be included in the City's updated General Plan. The City cannot feasibly resolve this inconsistency in adopted plans at this time, but it can accommodate anticipated future growth at the local level. Therefore, potential land use impacts of future development under the FGPUZA are considered to be consistent with the Connect SoCal goals shown in Table 4.9-2. Impacts are less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Existing City of Garden Grove General Plan (2030). The FGPUZA is a focused update to the existing 2030 General Plan. The changes to the Land Use Element include updates to goals, policies, and programs, land use designations, the stated intent of each designation, and certain development standards. The FGPUZA includes goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services. The FGPUZA is intended to achieve the planning goals set forth in the Housing, Land Use, Safety, and Environmental Justice elements over the long-term. The amendments to these sections establish development potential for various land uses and serve as a policy guide for determining the appropriate physical development and community services in the City. In addition, the proposed zoning amendments will make future land uses more consistent with General Plan designations. The FGPUZA builds upon many of the goals identified in the 2030 General Plan. The FGPUZA would support the existing Land Use Element goals established in the 2030 General Plan. The implementation of the FGPUZA would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

No mitigation is required.

Zoning and Subdivision Ordinances

Analysis of Impacts

The existing zoning ordinance and subdivision ordinance details land use regulations and development standards within the City. Consistent with State law, the Zoning Ordinance is proposed to be updated with the FGPU to make the two planning documents consistent. These revisions would ensure that development standards would be consistent with the future development patterns identified within the FGPUZA.

As demonstrated by the preceding analysis, the implementation of the FGPUZA would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Analysis of Impacts

Anticipated population growth in Orange County would result in land use changes at the regional level; the 2020-2045 RTP/SCS anticipates significant population and housing growth within the Orange County region – an increase of approximately 190,400 residents, 77,600 households, and 168,500 jobs between 2020 and 2040. Implementation of the FGPUZA would result in additional lands designated for future housing units and non-residential square footage, which would help to meet the anticipated regional demand by directing development within the City. The FGPUZA also includes several policies to ensure that long-term sustainable development considers air quality, health of residents, existing infrastructure networks, and services. The FGPUZA also includes goals and policies to balance development with the preservation of environmental systems and open space areas. Additionally, as specific development projects are proposed under the FGPUZA, site specific environmental evaluations would occur which would evaluate potential environmental impacts, including land use impacts, and identify mitigation measures, if required. Therefore, the implementation of the FGPUZA would not cause a substantial adverse cumulative impact with respect to land use and planning.

Level of Significance Before Mitigation

Less Than Significant.

Mitigation Measures

No mitigation is required.

2.4.8 Noise

Existing Noise Regulations

Analysis of Impacts

Project implementation would involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment. Individual construction projects would be spread throughout the City; however, no two projects would likely occur in close proximity contemporaneously. In addition, construction equipment would be spread throughout a work area and may not operate concurrently in the same area of the work site at the same time.

The proposed FGPUZA primarily supports higher density residential and mixed-use developments, as well as transient lodging (i.e., motels and hotels), but reduces single-family dwelling units and non-residential building square footage within the Planning Area. As described in Chapter 3, Project Description (see Table 3-1, Table 3-2, and Table 3-3), the proposed FGPUZA is estimated to result in an increase in dwelling units (+20,242, including accessory dwelling units, multi-family dwelling units, and mixed use residential/commercial dwelling units) in the Planning Area over an approximately 20-year period, while also reducing commercial and industrial land uses (-514,500 square feet) in the Planning Area. Although the FGPUZA results in a net decrease in commercial and industrial land uses, new commercial and industrial projects could still occur in the City in the future. The FGPUZA is expected to increase population (+63,818 residents) and jobs (+3,603 jobs) in the City.

The FGPUZA would focus new development along major corridors (e.g., Garden Grove Boulevard, Harbor Boulevard) and key focal points (e.g., intersection of Western Avenue and Garden Grove, intersection of Euclid Street and Garden Grove Boulevard). While low density residential land uses would remain the predominant land use in the City, key changes in land uses include an emphasis on mixed use residential/commercial development along Garden Grove Boulevard and other key travel corridors. Although the Project would focus on new development in certain areas, future individual construction and development projects could occur throughout the Planning Area over the approximately 20-year span of the FGPUZA. These projects could occur on any property (based on land uses allowed by the FGPUZA) and could affect existing or future land uses, including potentially sensitive residential, commercial, park, or school land uses that may or may not currently be present near future development areas. Thus, this analysis addresses the potential for the Project to result in temporary construction noise impacts, wherever they might occur.

Since individual project-specific information is not available at this time, potential short-term (construction-related) noise impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and industrial development. Potential construction source noise and vibration levels were developed based on methodologies, reference noise levels, typical equipment usage, and other operating factors documented and contained in the Federal Highway Administration's (FHWA) Construction Noise Handbook (FHWA 2006), Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2013). Reference levels are noise emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Construction activities associated with potential development projects could include: staging, demolition, site preparation (e.g., land clearing), fine and mass grading, utility trenching, foundation work (e.g., excavation, pouring concrete pads, drilling for piers), material deliveries (requiring travel along City roads), building construction (e.g., framing, concrete pouring, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.

- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on key arterial roads and travel corridors such as, but not limited to, SR-22, Garden Grove Boulevard, Chapman Avenue, Valley View Street, Western Avenue, Euclid Street, and Harbor Boulevard.

Table 4.10-11 presents the noise levels associated with the typical types of construction equipment that could be used in the Planning Area for future individual projects.

Table 4.10-11
Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max})[(A)]	Percent Usage Factor[(B)]	Predicted Noise Levels (L_{eq}) at Distance[(C)]					
			50 Feet	100 Feet	200 Feet	300 Feet	400 Feet	500 Feet
Auger Drill Rig	85	0.2	78	72	66	62	60	58
Backhoe	80	0.4	76	70	64	60	58	56
Boring Jack Power Unit	80	0.5	77	71	65	61	59	57
Bulldozer	85	0.4	81	75	69	65	63	61
Compact roller	80	0.2	73	67	61	57	55	53
Compressor	80	0.4	76	70	64	60	58	56
Concrete Mixer	85	0.4	81	75	69	65	63	61
Crane	85	0.16	77	71	65	61	59	57
Delivery Truck	84	0.4	80	74	68	64	62	60
Excavator	85	0.4	81	75	69	65	63	61
Front End Loader	80	0.4	76	70	64	60	58	56
Generator	82	0.5	79	73	67	63	61	59
Horizontal Boring Hydraulic Jack	80	0.25	74	68	62	58	56	54
Impact Pile Driver (low)	95	0.2	88	82	76	72	70	68
Impact Pile Driver (high)	101	0.2	94	88	82	78	76	74
Man Lift	85	0.2	78	72	66	62	60	58
Paver	85	0.5	82	76	70	66	64	62
Pneumatic tools	85	0.5	82	76	70	66	64	62
Pumps	77	0.5	74	68	62	58	56	54
Roller	85	0.2	78	72	66	62	60	58
Scraper	85	0.4	81	75	69	65	63	61
Tractor	84	0.4	80	74	68	64	62	60
Vacuum Truck	85	0.4	81	75	69	65	63	61

Sources: Caltrans 2013a and FHWA 2010

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2009: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks. As shown in Table 4.10-11, the worst-case L_{eq} and L_{max} noise levels associated with the operation of construction equipment are predicted to be approximately 82 and 85 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 85 to 88 dBA at a distance of 50 feet from equipment operating areas[1].

The magnitude of each individual future project's temporary and periodic increase in ambient noise levels would be dependent upon a number of project-specific factors that are not known at this time, including: the amount and type of equipment being used; the distance between the area where equipment is being operated and the location of the specific land use or receptor where noise levels are being evaluated; the time of day construction activities are occurring; the presence or absence of any walls, buildings, or other barriers that may absorb or reflect sound waves; the total duration of the construction activities; and the existing ambient noise levels near construction areas. For example, a noise level of 88 dBA L_{max} would be similar to typical L_{max} levels measured throughout the Planning Area, but sustained L_{eq} levels of 85 dBA could be approximately 10 to 20 dBA above daytime ambient conditions in areas of the City near major roadways (e.g., ST-01A, ST-01B, ST02, ST-04 to ST-08, ST-10, and ST-11, see Table 4.13-2), and up to approximately 20 to 35 dBA above daytime ambient conditions in areas of the City away from major roadways (e.g., LT-01, ST-01C, ST-03, and ST-09, see Table 4.10-2). Typically, sustained construction noise levels of 80 to 85 dBA or higher would require the implementation of construction noise control practices such as staging area restrictions (e.g., siting staging areas away from sensitive receptors), equipment controls (e.g., covered engines and use of electrical hook-ups instead of generators), and/or the installation of temporary noise barriers of sufficient height, size (length or width), and density to achieve targeted noise reductions.

The City's existing General Plan Noise Element focuses on allowing City residents to enjoy quiet neighborhoods and outdoor activities and includes policies that protect residents from excessive noise levels (including construction noise) that could disturb and disrupt human activities and affect the physical and psychological health of individuals. Table 4.10-12 summarizes the existing General Plan Noise goals and policies that address construction noise within the City. These goals and policies will not change under the FGPUZA.

[1] As shown in Table 4.10-11, a single bulldozer provides a sound level of 81 dBA Leq at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA Leq and when three identical sound levels are combined, the noise level increases to 86 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas.

Table 4.10-12
Existing General Plan Policies Pertaining to Construction Noise

Plan Element	Goal	Policy/Program	How does the General Plan Avoid or Reduce the Impact?	Applicable Significance Criteria
Noise	N-1 Noise considerations must be incorporated into land use planning decisions.	• N-1.2: Noise Enforcement. Incorporate a noise assessment study into the environmental review process, when needed for a specific project for the purposes of identifying potential noise impacts and noise abatement procedures.	Requires non-exempt discretionary projects to assess and minimize potential construction noise impacts on sensitive land uses.	a) Generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of applicable standards in the local general plan or noise ordinance.
		N-IMP-1D Require construction activity to comply with the limits established in the City's Noise Ordinance.	Enforces provisions of the Garden Grove Municipal Code that are intended to control loud and unnecessary noises that may affect and/or be a detriment to residents' public health, comfort, convenience, safety, welfare, and prosperity.	a) Generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of applicable standards in the local general plan or noise ordinance.

Noise Element Goal N-1, Policy N-1.2, and Implementation Program N-IMP-1D 6 establish the overall goal and intent of the City to protect noise sensitive uses by limiting construction noise levels. Although neither the Garden Grove Municipal Code or proposed FGPUZA establish specific, numeric noise standards (e.g., 90 dBA L_{eq}) for construction activities, the General Plan sets forth a requirement to assess and minimize construction noise levels as part of the development review process. Furthermore, Garden Grove Municipal Code Section 8.74.060 D. limits the hours of construction activities in or within 500 feet of a residential area to the hours of 7 AM to 10 PM. Finally, General Plan EIR Mitigation Measure NOI-1 requires the City to impose noise reduction measures on construction activities to ensure compliance with General Plan policies and municipal code standards, including placing and operating equipment away from sensitive receptors, maintaining equipment in food work order, and installing temporary barriers around stationary noise sources. The City's existing Municipal Code requirements and General Plan policies would ensure construction activities do not occur during the most sensitive time

periods (e.g., evening and nighttime periods) and require future discretionary projects to assess and minimize construction noise levels consistent with City goals, policies, and code standards.

Level of Significance Before Mitigation

Future development under the FGPUZA would result in construction activities that could temporarily increase ambient noise levels in the vicinity of the project by 10 dB or more. The City's existing General Plan policies and Municipal Code requirements would ensure construction activities do not occur during the most sensitive time periods (i.e., nighttime periods) and require future discretionary projects to assess and minimize construction noise levels consistent with City goals, policies, and code standards. This impact is considered less than significant.

Mitigation Measures

None required.

Ground-borne Vibration and Noise Levels

Analysis of Impacts

Temporary Construction Vibration Levels

Project implementation would involve construction that would result in temporary groundborne vibrations, primarily from the use of heavy-duty construction equipment. Individual construction projects would be spread throughout the City; however, projects would likely not occur in close proximity contemporaneously.

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and at high levels can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping (e.g., a hospital). Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high-impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration they produce. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate, repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration and can result in structural damage to existing buildings.

Since individual project-specific information is not available at this time, potential short-term construction-related vibration impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and industrial development. Potential construction source vibration levels were developed based on methodologies, reference noise levels, and typical equipment usage and other operating factors documented and contained in the FHWA's Construction Noise Handbook (FHWA, 2006), FTA's Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans, 2020). Reference levels are vibration emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Future development as a result of the Project could occur in primarily urban settings where land is already disturbed and, therefore, is not likely to require blasting, which is typically used to remove unwanted rock or earth. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally do not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. Table 4.10-15 presents the typical types of equipment that could be used for future development activities in the Planning Area.

Table 4.10-15
Ground-borne Vibration and Noise from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec) (A)			Velocity Decibels (VdB) (B)		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (upper range)	1.518	0.708	0.330	112	103	94
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (upper range)	0.734	0.42	0.160	105	96	87
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2013 and FTA 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

As shown in Table 4.10-15, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance 100 feet; all other activities would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. For human responses, maximum impact pile driving activities would result in groundborne vibration and noise levels below Caltrans' threshold for a distinctly perceptible response (0.24 PPV) and the FTA's vibration standard for infrequent events at residential lands (80 VdB) at a distance of approximately 150 feet and 300 feet, respectively. All other activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses.

Long-Term Ground-borne Vibration Levels

The proposed FGPUZA could facilitate the construction of residential mixed-use projects along Western Avenue, between Chapman Avenue and Garden Grove Boulevard. This segment of Western Avenue is generally located within 700 feet of an existing Union Pacific railroad corridor that runs parallel to Western Avenue; several properties along this segment also include rail spurs. With regard to vibration impacts on new development near railroads, human disturbance is the primary concern. It is extremely rare for vibration levels from trains passing to result in structural damage to buildings. In addition, buses and other transit vehicles are not anticipated to generate excessive vibration levels that would disturb sensitive receptors because these vehicles are travelling at lower speeds and do not generate substantial vibrations.

The FTA's *Transit Noise and Vibration Impact Assessment* document provides recommended ground-borne vibration criteria for general environmental assessments of rail lines. The vibration criteria vary according to the sensitivity of the land use and the frequency of vibration events (i.e., number of trains passing by the sensitive land use), as shown in Table 4.13-5, but for infrequent events such as freight train activity (i.e., less than 30 trains passing by in one day), the criteria generally vary between 65 Vdb for buildings where vibration would interfere with interior operations (e.g., highly sensitive research facilities, hospitals), to 80 VdB for residences and buildings where people normally sleep, to 83 VdB for land uses with primarily daytime use. Highly sensitive research facilities and hospitals are not anticipated under the proposed FGPUZA and, therefore, the 65 VdB threshold is not considered further in this analysis. The FTA's guidance document contains generalized ground surface vibration curves derived from vibration measurements of transit systems in North America (FTA 2018, Figure 6-4). Based on these vibration prediction curves, proposed residential development within approximately 80 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 80 VdB for residences. Similarly, other proposed land uses within approximately 60 feet of a freight rail line could be exposed to vibration levels that exceed the FTA's recommended threshold of 83 VdB for land uses with primarily daytime occupancy. The proposed FGPUZA does not involve the change in the designation of any existing land use parcel closer than 190 feet from center of the existing rail track that runs parallel to Western Avenue. Therefore, future planned residential and non-residential development along the east side of Western Avenue would not be exposed to excessive freight train vibration levels that exceed FTA-recommended vibration criteria (for human annoyance and response factors) of 80 or 83 VdB, respectively.

Level of Significance Before Mitigation

Typical construction activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses. Most construction equipment does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time. This impact is considered less than significant.

The proposed FGPUZA would not change the designation of any existing land use parcel in close proximity to existing rail lines in the City and, therefore, would not expose new development to freight train vibration levels that exceed FTA-recommended vibration criteria (for human annoyance and response factors) of 80 VdB (residential) or 83 VdB (commercial), respectively. This impact is considered less than significant.

Mitigation Measures

None required.

Excessive Airport-related Noise Levels

Analysis of Impacts

As described in Section 4.10.2, JFTB Los Alamitos is located near western Garden Grove; however, the proposed FGPUZA does not involve a change in the designation of any existing land use parcel within JFTB Los Alamitos Noise Impact Zone I (65 CNEL) or Noise Impact Zone II (60 CNEL). Therefore, the proposed FGPUZA does not have the potential to expose new future residents or employees to excessive airport-related noise levels.

Level of Significance Before Mitigation

The proposed FGPUZA would not involve a change in the designation of any existing land use parcel within JFTB Los Alamitos Noise Impact Zone I (65 CNEL) or Noise Impact Zone II (60 CNEL) and, therefore, would not have the potential to expose new future residents or employees to excessive airport-related noise levels. The Project is not located within the vicinity of any other private air strip. This impact would be less than significant.

Mitigation Measures

None required.

2.4.9 Population and Housing

Population Growth

Analysis of Impacts

According to SCAG estimates, the City is expected to grow in population by approximately 1.9 percent by 2040. However, under the proposed FGPUZA, the Planning Area is anticipated to support a population increase of 36.5 percent over existing 2020 conditions. During the same period, the number of dwelling units in the Planning Area supported by the FGPUZA would increase by more than 40 percent. According to SCAG estimates, the number of households in

the City is anticipated to increase from 47,300 in 2020 to 48,200 in 2040, which only represents an increase of 1.9 percent. Therefore, potential population growth under the FGPUZA would exceed the projected population growth forecast from the SCAG 2020-2045 RTP/SCS (SCAG 2020). The anticipated growth under the FGPUZA is substantially greater than that indicated in SCAG's sub-regional population forecasts for the City in its 2020-2045 RTP/SCS regional plan (SCAG 2020). This amount of growth is the direct result of the City's RHNA housing allocation. The Land Use Element Goals LU-1 through LU-18 in many ways encourage new and innovative ways to add housing and thus population to the City in the future to achieve the RHNA allocation. If the Land Use Element and other elements of the General Plan were modified to reduce growth to be consistent with SCAG's 2020-2045 RTP/SCS regional plan, then the City could not meet its RHNA housing allocation.

The FGPUZA does not determine the rate of growth in the Planning Area, which is ultimately subject to market conditions; rather, it provides for the accommodation of growth in accordance with the City's policies for type, intensity, and location as set forth in the FGPUZA. The Planning Area is almost completely urbanized with very little vacant land. Any new development that would occur under the proposed project would consist of infill development and/or redevelopment of existing uses. The City is planning for this growth and revising its General Plan to accommodate its RHNA allocation through the intensification of land use, so the proposed FGPUZA Goals and Policies will encourage infill development, including revitalization of underutilized infill properties closest to available infrastructure and community services. These growth-oriented goals and policies will result in the City's population substantially exceeding the City's projected population in the SCAG regional plan. The FGPUZA will also change land uses, housing, and growth projections for the City. While these changes are consistent with SCAG's RHNA directives, they may not be in fully consistent with SCAG's 2020 RTP/SCS sub-regional forecasts. Once the next RTC/SCS is adopted (likely in 2024) it will accommodate the new land uses that will be included in the City's updated General Plan. The City cannot feasibly resolve this inconsistency in adopted plans at this time, but it can accommodate anticipated future growth at the local level. The potential population and housing impacts of future development under the FGPUZA are considered to be consistent with the Connect SoCal goals as previously shown in Land Use Section 4.9 Table 4.9-2. Therefore, impacts related to unplanned population growth are less than significant and no mitigation is required.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Housing Growth

Analysis of Impacts

The FGPUZA does not propose any policies that are intended to or that would indirectly result in displacement or demolition of any permanent or temporary residential structures. Overall, the

FGPUZA policies would increase the number of housing units in the Planning Area. According to SCAG estimates, the City's housing stock consisted of 47,300 total units and the City was the place of employment for 56,600 workers in 2020 (SCAG 2020). Under the proposed FGPUZA, the housing stock in the Planning Area would increase by over 40 percent between 2020 and 2040. According to SCAG estimates, the number of households in the City is anticipated to increase by approximately 1.9 percent during this same period. Therefore, potential housing growth under the FGPUZA would exceed the projected growth forecast from the current SCAG RTP/SCS (SCAG 2020). The anticipated growth under the FGPUZA is substantially greater than that indicated in SCAG's sub-regional forecasts for the City in its 2020-2045 RTP/SCS regional plan (SCAG 2020). Since the City is essentially built out with little vacant land left, this substantial amount of additional housing would have to be accommodated by the incremental replacement of existing units including older multi-family buildings, as well as conversion of commercial or industrial buildings to mixed-use projects that include new homes.

This amount of growth from the FGPUZA is the direct result of the City having to meet its RHNA housing allocation. The Land Use Element Goals LU-1 through LU-17 in many ways encourage new and innovative ways to add housing to the City in the future to achieve the RHNA allocation which will result in a substantial increase in housing. Over time, some older existing structures would be removed due to deterioration, while others may be replaced by more efficient and valuable land uses. Redevelopment would also occur whether or not the proposed FGPUZA is adopted, as market conditions result in the recycling of older homes to newer ones. Given the built-out nature of the City, some amount of existing housing would most likely have to be redeveloped which potentially could temporarily displace existing units and/or residents, although implementation of the FGPUZA will result in much greater housing opportunities in the City overall. While there may be individual, site-specific instances in the future where a new development has the potential to displace residents, this potential already exists, regardless of whether or not the FGPUZA is adopted.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Growth

Analysis of Impacts

The anticipated population and housing growth under the FGPUZA is substantially greater than that indicated in SCAG's sub-regional forecasts for the City in its 2020-2045 RTP/SCS regional plan (SCAG 2020). Since the City is essentially built out with little vacant land left, this substantial amount of additional housing and related population growth would have to be accommodated by incremental loss of existing units, including older multi-family buildings, as well as conversion of commercial or industrial buildings to mixed use projects.

The addition of almost 20,000 units in the City (due to the RHNA allocation) would also result in direct and indirect impacts in the surrounding region. To achieve the RHNA allocation, the Land Use Element Goals LU-1 through LU-17 necessarily encourage new and innovative ways to increase housing in the City in the future to achieve the RHNA allocation. If the Land Use Element and other elements of the General Plan were modified to reduce housing (and indirectly population) growth to be consistent with SCAG's 2020-2045 RTP/SCS regional plan, then the City could not meet its future RHNA housing allocation.

The City's growth-oriented goals and policies will eventually result in the City's housing and population substantially exceeding the growth in the SCAG regional plan. While these changes are consistent with SCAG's RHNA directives, they may not be fully consistent with SCAG's 2020 RTP/SCS sub-regional forecasts. Once the next RTC/SCS is adopted (likely in 2024) it will accommodate the new land uses that will be included in the City's updated General Plan. The City cannot feasibly resolve this inconsistency in adopted plans at this time, but it can accommodate anticipated future growth at the local level. The potential population and housing impacts of future development under the FGPUZA are considered to be consistent with the Connect SoCal goals. Therefore, potential cumulative impacts related to population and housing growth would be less than significant and no mitigation is required.

Level of Significance Before Mitigation

Less than significant contribution to any regional significant cumulative impact.

Mitigation Measures

None required.

2.4.10 Public Services

New or Altered Government Services

Analysis of Impacts

Fire Protection. The FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year. These additional homes, businesses, and residents will require a substantial increase in fire protection services since this is an increase of 35-40 percent in population and housing over existing conditions.

The average 80th percentile response time for all seven fire stations in the Planning Area is seven minutes and 36 seconds (7:36) and the Orange County Fire Authority 's (OCFA) standard of service is 7:22 minutes total response time for 80 percent of the time (OCFA 2021). Therefore, the City's current response times for fire protection slightly exceed the OCFA's identified service standard (+16 seconds). This fire service level is functionally equivalent to the stated OCFA standards of cover for urban areas.

OCFA has two types of members: Structural Fire Fund cities which pay OCFA through property taxes and Cash Contract cities which pay OCFA a designated amount through a contract (Rivers, 2021). Since OCFA owns the fire protection infrastructure (fire assets, fire apparatuses, and fire stations) in the Structural Fire Fund Cities, there is a Secured Fire Protection Agreement which is a pro rata fair share approach to maintaining infrastructure as those communities grow. However, since Cash Contract cities own their fire protection infrastructure and pay OCFA for fire protection services, Cash Contract cities are responsible for maintaining their own infrastructure as their communities grow. Cash Contract cities do this through collection of Development Impact Fees (DIF). When it is determined that a Structural Fire Fund city needs new or expanded fire protection infrastructure, OCFA chooses the location and funds the development. Conversely, when it is determined that a Cash Contract City needs new or expanded fire protection infrastructure, the City chooses the location and funds the development under the guidance of OCFA to ensure stations are built in accordance with OCFA Guidelines.

The City of Garden Grove has been a Cash Contract member city since 2019 and is responsible for maintaining its own fire protection infrastructure as it grows. The potential increase in City residents and land use intensity over time in the Planning Area from the proposed FGPUZA would result in a corresponding increase in demand for fire services and existing fire protection resources within the City. This increase would occur incrementally over the 20-year time horizon of the project As established by the OCFA, the City would, if needed, choose the location, and fund the development of new or expanded facilities under the guidance of OCFA to ensure facilities are built in accordance with OCFA Guidelines. With payment of Development Impact Fees as development occurs in the future, projects developed within the Planning Area would fund their fair share of new fire facilities costs on a “pay as you go” basis to balance new growth with the need for expanded facilities. Therefore, potential impacts of fire service demands would be less than significant.

As the type of built environment has changed in the City of Garden Grove, the OCFA has reviewed and adapted its operations and facilities. With the increase in taller, higher residential density or mixed-use projects, the OCFA has developed new requirements for building floor plans and determined areas in the City where an increase in facilities and support are needed. The OCFA will continue this flexible and proactive approach to fire protection service planning as the City of Garden Grove grows in the future. It is important to note this flexible planning process given the anticipated increase of almost 20,000 housing units over the next 20 years.

Fire Stations 80 and 86 recently underwent replacement and expansion to accommodate anticipated future growth. Additionally, development within the Planning Area would be subject to current Orange County Fire Authority requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as fire code requirements. Compliance with these standards would be ensured through the plan check process prior to the issuance of building permits and would reduce the potential for fire emergencies at future project sites. The General Plan Safety Element also includes policies intended to provide an adequate number of trained and certified emergency and medical technicians to address the increased medical demands due to an increase in residential density as well as adequate staffing of fire response personnel based upon changing conditions, density, and development type.

Finally, based on the number of Fire Stations in the City, and their distribution throughout the Planning Area, it is expected that response times would remain within the OCFA's stated standard of a 7:22 minutes total response time 80 percent of the time (OCFA 2021b) For these reasons, the construction or expansion of existing fire facilities would not be required as a result of adoption of the proposed FGPUZA. Therefore, the proposed FGPUZA would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Police Protection. The 2040 planning horizon for the FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year.

The Garden Grove Police Department (GGPD) is divided into an East Division and a West Division, with 43 sworn officers assigned to each Division (86 total sworn officers). Including sworn officers, the GGPD employs a total of 286 persons. In the Planning Area, the average response time from February 6 through March 15, 2021, was 5 minutes and 57 seconds in the West Division and 4 minutes and 43 seconds in the East Division for a City-wide average of 5 minutes and 20 seconds (Burillo, 2021). The increased land use intensity in the Planning Area will incrementally increase the frequency of emergency and non-emergency calls to the GGPD compared with existing conditions. On a national level, five minutes is generally accepted as a goal for response to emergency calls (NPF 2021).

Under the proposed FGPUZA, the Planning Area is anticipated to support a population of up to 238,619 by 2040 which would represent an increase of 36.5 percent over existing 2020 conditions. During the same period, the housing stock in the Planning Area supported by the FGPUZA could increase from 48,257 units in 2020 to up to 68,499 units, which represents an increase of more than 40 percent. However, this increased development as a result of the proposed FGPUZA would occur incrementally over a period of 20 years and is not anticipated to increase demand for police protection to the extent that new facilities would be required. Police service expansion to serve the increased population and housing would mainly require increased patrol and administrative staffing. While new development would increase demand on police protection services, such demand would be offset with payment of Development Impact Fees. The General Plan goals and policies allow the City to proactively plan for future public facility needs such as police stations and related improvements, as well as service expansion as the City's population and housing stock increases in the future. At a programmatic level, the proposed FGPUZA would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities. Impacts in this regard resulting from the proposed FGPUZA would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Schools.

The 2040 planning horizon for the FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year.

Planning Area residents are served by the Garden Grove Unified School District (GGUSD). The District serves residents in the Cities of Garden Grove, Stanton, Westminster, Fountain Valley, and Santa Ana (GGUSD, 2020). The GGUSD includes 47 Elementary Schools, ten Middle Schools, and eight High Schools Together these schools enroll approximately 45,000 students. According to Jerry Hills, Director of Public Facilities at the GGUSD, enrollment has been dropping in recent years and most schools in the district have available student capacity (Hills, 2020). While the proposed FGPUZA would increase the number of students in the Planning Area by up to 4,986 students over a period of 20 years, it is likely this increase could be absorbed due to the declining districtwide enrollment. Projects within the Planning Area would also be required to pay school fees to the District. Development Impact Fees finance the construction and/or reconstruction of school facilities needed to accommodate students coming from new development. Development Impact Fees are charged by the GGUSD for residential, industrial, and commercial construction, pursuant to Education Code Section 17620 and California Government Code Section 65995. As stated in California Government Code Section 65996, payment of school impact fees in accordance with California Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. For these reasons, impacts related to the need for new school facilities as a result of implementing the proposed FGPUZA would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Parks.

The residents, employees, and visitors of the Planning Area could use nearby parks and recreation facilities. The 2040 planning horizon for the FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-

residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year.

The City expanded the 1995 General Plan Open Space Element to include the Parks and Recreation Element because these two issues are interconnected and vital to the health and well-being of the community. There is a significant difference between the two; Open Space includes a much broader category of open areas within the City while parkland is limited to the 17 park sites described in the Element. Open Space includes the City parks, all school district properties, Orange County Transit Authority (OCTA) rights-of-way, flood control facilities (retention basins, channels, etc.), utility easements and water well sites and reservoirs.

The General Plan 2030 Parks, Recreation, and Open Space Element establishes the goal of a desired ratio of 2.0 acres of parkland per 1,000 persons. The City currently owns 13 park properties and uses five public schools as additional park facilities through joint-use agreements with the School District. In addition, Twin Lakes Park, a County facility within the City limits, provides another 23 acres of parkland. The combined total of the City-owned parks, School District Joint use facilities and Twin Lakes Park equals 146.1 acres of parkland (Garden Grove, 2008b; MIG, 2020). With a 2020 population of 174,801 persons, the City currently has a ratio of approximately 1.25 acres of parkland per 1,000 persons, which represents approximately 60 percent of the City's stated goal. Therefore, under existing conditions the City would need to acquire an additional 142.8 acres of parkland to meet its stated goal of 2.0 acres of parkland per 1,000 persons or 349.6 total acres. By 2040, it is estimated the City's population under the FGPUZA will increase to 238,619 persons which would require a total of 477.2 acres of parkland to achieve the 2.0 acres per thousand population ratio, an increase of 331.1 acres.

The General Plan 2030 Parks, Recreation, and Open Space Element establishes the goal of a desired ratio of 5.0 acres of open space per 1,000 persons. The City currently has 1,006 acres of open space (Garden Grove, 2008b; MIG, 2020). With a 2020 population of 174,801, the City currently has a ratio of 5.8 acres of open space per 1,000 persons, which is above the City's stated goal.

At buildout of the proposed FGPUZA, the Planning Area could have a population of up to 238,619. If the City's Parkland and Open Space area is not expanded, the 2040 ratios for the City would be 0.66 acres of parkland and 4.09 acres of open space per 1,000 persons. Therefore, the City would need to acquire an additional 331.1 acres of parkland and 214.7 acres of open space to meet its stated goals of 2.0 acres of parkland and 5.0 acres of open space per 1,000 residents. However, all new dwelling units developed under the proposed FGPUZA would be subject to Development Impact Fees (DIF) which would be used to provide additional park facilities. For residential tentative tract maps, the City's Quimby Ordinance requires dedication of an in-lieu fee equivalent to 2.0 acres of parkland per 1,000 persons (Garden Grove Municipal Code Section 9.44.030). According to the City's Parks, Recreation & Facilities Park Master Plan, these park funding mechanisms will offset the incremental increase in demand for park facilities from implementation of the proposed FGPUZA.

In addition, the General Plan 2030 Parks, Recreation, and Open Space Element includes goals and policies intended to maximize parkland and open space. Policy PRK-1.1 requires the City to explore the land acquisition feasibility of vacant land, empty housing lots, or abandoned properties for neighborhood parks, mini or pocket parks, or tot lot purposes, in order to provide

all existing neighborhoods with accessible parkland. Policy PRK-1.4 encourages the provision of parks and recreation space in new development and redevelopment projects. Policy PRK-1.5 encourages the development of linear parks along easements or rights-of-way, including but not limited to utility easements and the Orange County Transit Authority right-of-way. Policy PRK-1.7 encourages cooperation and coordination between City departments and public agencies to provide recreation and leisure space through new development and as redevelopment occurs within Garden Grove. Implementation Measure PRK-IMP-1A requires the City to develop a priority list to identify where additional parks and types of facilities are needed and seek community participation. Implementation Measure PRK-IMP-1C requires that when and where possible, the City should consider the potential for additional parks or recreation facilities on public or private sites that can support a recreational activity such as vacant large buildings, undeveloped industrial properties, and/or existing underutilized parcels. Policy PRK-5.1 requires that adequate, usable, and permanent private open space be provided in residential developments.

For the above reasons, impacts to existing recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Other Public Facilities.

Other public facilities and services provided within the Planning Area include libraries. Orange County Public Libraries (OCPL) operates three public libraries within the Planning Area: the Main Library, located at 11200 Stanford Avenue; the Chapman Branch Library, located at 9182 Chapman Avenue; and the Tibor Rubin Library, located at 11962 Bailey Street. Garden Grove Hospital and Medical Center is located at 12601 Garden Grove Boulevard.

The 2040 planning horizon for the FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year. The limited size and aging condition of the three libraries and the hospital in the Planning Area makes it difficult to satisfy rising demand for services and the need to modernize and keep pace with 21st century information technologies. The Chapman Library was originally constructed in 1964 and underwent a renovation/expansion in 2014, while the Tibor-Rubin Library was constructed in 1965 and underwent renovation/expansion in 2015. The Main Library has not been renovated/expanded since its initial construction in 1969; however, the City is in the initial planning phases for a similar renovation/expansion at the Chapman and Tibor-Rubin branches. The residents, employees, and customers of the Planning Area will likely continue to use the City's library services in the future, but the public use of similar internet-based services will likely blunt the potential increase in use of library facilities in the future. In addition, the prevalence of new kinds of post K-12 instruction and technology related to literacy has eased the direct demand on library facilities in recent years. As the functions and service

demands for public libraries continues to evolve and the City grows, the City will continue to assess growth in demand for library services. However, it is anticipated that existing libraries would be able to accommodate the incremental increase in demand for services due to implementation of the proposed FGPUZA on the campuses of the three existing libraries. As such, substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts.

The proposed FGPUZA does not include specific development projects. Development projects in the Planning Area would generally increase the land use intensities in the service areas for the OCFA and the GGPD, potentially causing incremental and cumulative increases in the number of calls for fire and/or police protection services. Development of residential projects within the boundaries of the GGUSD would lead to incremental increases in the number of students served by the district. Development of residential projects in the Planning Area would also lead to increases in the number of people who use the City's park and library facilities.

The increase in demand for public services in the City attributable to the FGPUZA would be incremental as growth occurs over a period of 20 years and would be offset by Development Impact Fees. Projects constructed within the Planning Area over the life of the Plan would also be required to be developed in accordance with applicable fire codes and emergency access requirements. Compliance with these requirements would help prevent and/or ameliorate fire emergencies (automatic sprinkler systems and fire alarms) and would help facilitate more expedient emergency response (adequate fire flows, turning radii, width of emergency accesses). Similarly, the FGPUZA has been designed to improve public safety through design practices, enhanced lighting, and updated wayfinding signage. Goals and policies, as well as design and operational practices contained in the Safety Element of the existing Garden Grove General Plan 2030 would lessen the demand for police protection services within the Planning Area. The OCFA reviews fire station placement and fire services through its annual budget process, and resources are expanded or reassigned as necessary to meet increases in service demands. Similarly, the GGPD annually evaluates its service needs. Payment of Development Impact Fees by future projects in the service areas of the OCFA and the Garden Grove Police Department would offset the costs of increased service needs as necessary and would ensure that performance objectives for fire and police services are not substantially affected by incremental increases in land use intensity within service areas. The need for new facilities as a result of these development projects has not been identified by either department.

Regarding school services, the contribution of future projects within the Planning Area to increased demand for such services would be minor. The district that serves the Planning Area

has verified its ability to accommodate increases in students resulting from development projects through the collection of development impact fees. As such, the increases in student enrollment resulting from future projects that fall within the service area of GGUSD would be accommodated within the district's existing facilities, and no new facilities would be required. The proposed FGPUZA in combination with other projects in the area would not result in the need for new school facilities.

Potential cumulative impacts with respect to incremental increases in demand for parks would be offset by required DIF fees and Quimby ordinance dedications/fees.

Finally, cumulative impacts to library and hospital facilities would be less than significant through continued assessment of demands and improvements in technology that will ease direct demand on these facilities.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.11 Recreation

Local and Regional Recreational Facilities

Analysis of Impacts

The residents, employees, and visitors of the Planning Area could use nearby parks and recreation facilities. The 2040 planning horizon for the FGPUZA is estimated to result in increases of approximately 20,242 dwellings and a reduction of 514,500 square feet of non-residential building space. The FGPUZA also projects an estimated increase of approximately 63,818 residents and 3,603 jobs for the 2040 horizon year.

The General Plan 2030 Parks, Recreation, and Open Space Element establishes the goal of a desired ratio of 2.0 acres of parkland per 1,000 persons. The City currently owns 13 park properties and uses five public schools as additional park facilities through joint-use agreements with the School District, totaling 183.8 acres of parkland (Garden Grove, 2019; MIG, 2020). With a 2020 population of 174,801 persons, the City currently has a ratio of 1.05 acres of parkland per 1,000 persons, which approximately half the City's stated goal. Therefore, under existing conditions the City would need to acquire an additional 165.8 acres of parkland to meet its stated goal of 2.0 acres of parkland per 1,000 persons or 349.6 total acres. By 2040, it is estimated the City's population under the FGPUZA will increase to 238,619 persons which would require a total of 477.2 acres of parkland at 2.0 acres per thousand population. If the City does not increase its amount of parkland (both city-owned and joint-use or 183.8 acres), the City would need to provide an additional 293.4 acres of parkland by 2040.

The General Plan 2030 Parks, Recreation, and Open Space Element establishes the goal of a desired ratio of 5.0 acres of open space per 1,000 persons. The City currently has 1,006 acres of open space (Garden Grove, 2008b; MIG, 2020). With a 2020 population of 174,801, the City currently has a ratio of 5.8 acres of open space per 1,000 persons, which is above the City's stated goal.

At buildout of the proposed FGPUZA, the Planning Area could have a population of up to 238,619. If the City's Parkland and Open Space area is not expanded, the 2040 ratios for the City would be 0.66 acres of parkland and 4.09 acres of open space per 1,000 persons. Therefore, the City would need to acquire an additional 321.5 acres of parkland and 214.7 acres of open space to meet its stated goals of 2.0 acres of parkland and 5.0 acres of open space per 1,000 residents.

All new dwelling units developed under the proposed FGPUZA would be subject to Development Impact Fees (DIF) fees which would be used to purchase and construct additional parkland within the City. For residential tentative tract maps, the City's Quimby Ordinance, requires dedication of in-lieu fees equivalent to 2.0 acres of parkland per 1,000 persons (Garden Grove Municipal Code Section 9.44.030). According to the City's Parks, Recreation & Facilities Park Master Plan, these parks funding mechanisms will offset the incremental increase in demand for park facilities from future development (City 2019) which would include implementation of the proposed FGPUZA.

Another opportunity to add recreational facilities is to enter into additional joint-use agreements with School Districts. The joint use of school facilities allows the community the use of these existing recreational spaces and benefits the school district by sharing maintenance costs with the City. The City has identified several key school facilities in areas where recreation space is needed.

The General Plan 2030 Parks, Recreation, and Open Space Element includes goals and policies intended to maximize parkland and open space. Policy PRK-1.1 requires the City to explore the land acquisition feasibility of vacant land, empty housing lots, or abandoned properties for neighborhood parks, mini or pocket parks, or tot lot purposes, in order to provide all existing neighborhoods with accessible parkland. Policy PRK-1.4 encourages the provision of parks and recreation space in new development and redevelopment projects. Policy PRK-1.5 encourages the development of linear parks along easements or rights-of-way, including but not limited to utility easements and the Orange County Transit Authority right-of-way. Policy PRK-1.7 encourages cooperation and coordination between City departments and public agencies to provide recreation and leisure space through new development and as redevelopment occurs within Garden Grove. Implementation Measure PRK-IMP-1A requires the City to develop a priority list to identify where additional parks and types of facilities are needed and seek community participation. Implementation Measure PRK-IMP-1C requires that when and where possible, the City should consider the potential for additional parks or recreation facilities on public or private sites that can support a recreational activity such as vacant large buildings, undeveloped industrial properties, and/or existing underutilized parcels. Policy PRK-5.1 requires that adequate, usable, and permanent private open space be provided in residential developments.

The proposed FGPUZA will increase the use of existing neighborhood and regional parks or other recreational facilities. However, the use of DIFs, joint-use of existing school facilities, and implementation of the above-described General Plan 2030 Parks, Recreation, and Open Space Element goals and policies would reduce potential impacts to existing local and regional facilities such that substantial physical deterioration would not occur or be accelerated. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Expansion of Recreational Facilities

Analysis of Impacts

The proposed FGPUZA would create the need for new or expanded recreational facilities because of the projected housing and population growth through 2040. The Community Services Department is actively pursuing innovative ways to increase both active and passive new parkland. There are opportunities for new parkland in the creation of smaller and more frequent neighborhood parks and pocket parks, community gathering areas such as urban plazas and gardens, and urban trails including the use of the OCTA right-of-way. These smaller parks, plazas and trails should link to each other and connect with existing parks. A network of links between park areas expands their impact and the opportunities for recreation. Another opportunity to add recreational facilities is to enter into additional joint-use agreements with School Districts. The joint use of school facilities allows the community the use of these existing recreational spaces and benefits the school district by sharing maintenance costs with the City. These joint use-agreements help the City reduce its parkland deficiency and improve recreation services in the City and Planning Area over the term of the FGPUZA. The City has identified several key school facilities in areas where recreation space is needed.

Any environmental issues associated with the discretionary, non-exempt construction of potential new facilities will be subject to environmental review on a project-by-project basis pursuant to CEQA. Through that routine planning and environmental impact assessment process, significant environmental impacts that might result from park development will be identified, and measures to mitigate such impacts examined. In addition, the General Plan 2030 Parks, Recreation, and Open Space Element includes goals and policies intended to maximize parkland and open space. Policy PRK-1.1 requires the City to explore the land acquisition feasibility of vacant land, empty housing lots, or abandoned properties for neighborhood parks, mini or pocket parks, or tot lot purposes, in order to provide all existing neighborhoods with accessible parkland. Policy PRK-1.4 encourages the provision of parks and recreation space in new development and redevelopment projects. Policy PRK-1.5 encourages the development of linear parks along easements or rights-of-way, including but not limited to utility easements and the Orange County Transit Authority right-of-way. Policy PRK-1.7 encourages cooperation and coordination between City departments and public agencies to provide recreation and leisure

space through new development and as redevelopment occurs within Garden Grove. Implementation Measure PRK-IMP-1A requires the city to develop a priority list to identify where additional parks and types of facilities are needed and seek community participation. Implementation Measure PRK-IMP-1C requires that when and where possible, the City should consider the potential for additional parks or recreation facilities on public or private sites that can support a recreational activity such as vacant large buildings, undeveloped industrial properties, and/or existing underutilized parcels. Policy PRK-5.1 requires that adequate, usable, and permanent private open space be provided in residential developments.

The City will also encourage the development of public facilities in a manner which ensures high levels of service, are located to efficiently serve the community and are compatible with existing and future land uses. Pursuant to the Quimby Act, the City has adopted park dedication standards that require developers to set aside land, donate conservation easements, or pay fees towards parkland development. Further, recreational facilities developed as a result of FGPUZA population growth, will undergo environmental review consistent with CEQA which will help minimize potential environmental impacts such as inadequate park facilities as well as potential impacts of constructing new parks and recreational facilities.

With incorporation of the above policies, recreational facility construction and expansion will not have adverse physical effects on the environment so impact will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Analysis of Impacts

Development of residential projects within the Planning Area would generally increase the usage of parks and recreational facilities in the City and surrounding area, potentially causing the need for development of additional parks and recreational facilities to accommodate the related population increases. However, such new development would be subject to DIF fees and, for residential tentative tract maps, the City's Quimby Ordinance. These two parks funding mechanisms will offset the incremental and cumulative increase in demand for park facilities from implementation of the FGPUZA as well as other residential developments in the vicinity of the Planning Area. The CEQA and planning review processes in the City and surrounding jurisdictions will help assure that impacts from future individual park projects would be less than significant, thus regional cumulative impacts of these projects would be less than significant as well.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.12 Transportation

Conflicts with Plans or Programs

This section evaluates if the proposed FGPUZA is generally consistent with the goals and policies of the Circulation Element related to vehicular and non-vehicular circulation.

Congestion Management Plan. LOS congestion is no longer a CEQA significance threshold, however, the City uses LOS analyses for non-CEQA purposes such as to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall circulation networks (e.g., road improvements may include sidewalks, bicycle lanes, or transit stops/shelters that improve the non-vehicular circulation network as well). In the past, projects were analyzed to determine if they were consistent with the Orange County Congestion Management Plan (CMP). While the City still considers traffic generation and distribution of future development from a planning and engineering perspective, this analysis is no longer relevant to determining significant traffic impacts under CEQA.

Non-Vehicular Plan Consistency. Goal CIR-1 of the Circulation Element seeks to provide a "transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City's environment." Non-vehicular transportation is also a key element of SB 375 and SCAG's 2020-2045 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)(now called "Connect SoCal"). Non-vehicular transportation includes pedestrians (sidewalks, trails), bicycles (on-road lanes or off-road paths), bus transit, and train transit.

Pedestrian (sidewalks and trails). Sidewalks are generally available on all major roadways within the City, especially within the downtown area and connecting to commercial areas. The General Plan 2030 envisions that sidewalks will eventually be provided on all roadways where they do not presently existing as development of new uses or redevelopment of existing uses occurs.

Bicycles. Bicycle lanes are classified as follows:

Class I – separate off-road bikeway or path dedicated exclusively for bicycles and pedestrians;
Class II – on-road lane or route within the right-of-way with a painted lines and signage; and
Class III – on-road preferred routes for bicycles that are not marked and on the roadway with cars.
Class IV - (separate on-road bikeway for the exclusive use of bicycles and includes a separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

The City has a number of existing bicycle lanes on City streets and eventually plans to add on- and off-street bicycle lanes to allow for efficient bicycle movement throughout the City, as shown in the previous Exhibit 4.14-3.

Transit. The proposed FGPUZA does not include an update of the General Plan Circulation Element. At present there are a number of transit organizations that provide services to the City along major roads and to major destinations within the City, as shown in the previous Exhibit 4.14-2. A major goal of the City is for residents and employees of the City to be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle lanes, or

transit) as they so choose, although using them as a replacement for commuting will only be possible if residents and workers in the City live within a convenient distance to their places of employment, schools, commercial centers, entertainment, etc.

General Plan Analysis. In the existing Circulation Element, Goal CIR-1 encourages development of a flexible transportation network, including use of alternative transportation and public transit (Goal 5 and its policies) and bicycles (Goal 6 and its policies). Goal CIR-11 and its policies require continued compliance with regional plans for roadway consistency, road and intersection safety, regional transit planning, congestion management, transportation demand, traffic improvement, air quality management, and growth management. Finally, Goal CIR-13 and its policies encourage shared use of OCTA right-of-way to develop creative transportation programs.

Based on the availability of non-vehicular transportation options outlined in the existing General Plan Circulation Goals 1-13 and their attendant policies (shown above in Section 4.14.2), future development under the proposed FGPUZA will be consistent with the City's Circulation Element as well as regional and City planning efforts regarding transit, pedestrian circulation, and bicycle access, and thus will not conflict with any applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Design Feature Hazards

Analysis of Impacts

The City's street and intersection network is laid out in a grid pattern with a hierarchy of roadways by width and purpose. An overarching goal of the General Plan is to protect health and safety of its residents and workers. The Circulation Element supports this effort by maintaining safe and efficient streets and intersections. Where traffic safety issues are identified, the City works to correct any structural deficiencies in a timely manner to the degree practical.

The EIR for the FGPUZA has been prepared at a programmatic level, but future housing projects would be required to prepare project-level CEQA documentation. At that time any specific traffic hazards due to geometric design around the housing project site would be identified and mitigated to the extent possible or practical under CEQA. No such design issues, however, are reasonably foreseeable at this time.

In the Circulation Element, Goal CIR-1 encourages a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City's environment. To support that goal, Policy CIR-1.3 strives to achieve a minimum traffic Level of Service (LOS) D throughout the City, except for major development areas at those intersections that are impacted by factors beyond the City's control or at those intersections included on the Deficient Intersection List. However, it should be noted the City only considers VMT for CEQA impact determinations, LOS impacts are for

non-CEQA reasons. In addition, Policy CIR-1.4 seeks to improve intersections impacted by factors beyond the control of the City and that operate at an unacceptable Level of Service (some of which may occur due to poor geometric design). The City's development review process will also assure that future development under the FGPUZA will be consistent with these policies and thus prevent a significant increase in traffic hazards.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Emergency Access

Analysis of Impacts

The City's streets and intersections are laid out in a grid pattern with a hierarchy of roadways by width and purpose. An overarching goal of the General Plan is to protect health and safety of its residents and workers, which includes efficient access for emergency vehicles. The Circulation Element supports this effort by maintaining safe and efficient streets and intersections.

The EIR for the FGPUZA has been prepared at a programmatic level, but future housing and other types of development projects would be required to prepare project-level CEQA documentation. At that time, any specific improvements needed to maintain adequate emergency access would be identified and required of the development to the extent required by CEQA.

In the Circulation Element, Goal CIR-1 encourages a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City's environment. The City's development review process will also assure that future development under the FGPUZA will be consistent with these policies and thus prevent significant impacts related to emergency access. In addition, during construction, traffic control plans would be required and project design would be subject to review by the OCFA, police department, etc.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.13 Tribal Cultural Resources

Change in the Significance of Tribal Cultural Resources

Analysis of Impacts

There are no known Tribal Cultural Resources (TCRs) in the City of Garden Grove that are not archaeological in nature. This means that there are no landscapes, places that are not archaeological sites, or other non-archaeological features that could be a TCR within the Planning Area. A single prehistoric archaeological TCR is known within the City; this consists of shellfish remains from food debris, stone tools, and stone flakes from manufacturing stone tools.

Much of the City is heavily developed, greatly reducing the potential for the discovery of TCRs. However, some areas within the Planning Area that could have potential for discovery of TCRs include undeveloped land, and prior development with shallow foundations that is anticipated for redevelopment in the FGPUZA.

The Conservation Element of the City's current General Plan contains Goal CON-7, Policy CON-7.1 and Implementation Program CON-IMP-7A which can identify and protect significant tribal cultural/archaeological resources. It should be noted that TCRs can encompass large areas and resources that are more broad or regional compared to archaeological resources which usually refer to more isolated deposits or collections of artifacts in specific locations.

Section 7050.5 of the California Health and Safety Code requires that, if human remains are discovered during grading or earthmoving, work must be halted, and the coroner contacted to determine the Most Likely Descendant (MLD). If the MLD is Native American, tribal representatives will be contacted to consult on the appropriate disposition of the remains. CEQA requires the City and any project developer, including the City if it is a public works project, to comply with state law if human remains are found during excavation.

Native American Consultation is required per Senate Bill 18 (SB 18) when a General Plan, or General Plan Update is prepared, and must be conducted before the General Plan Update is adopted. The City sent out SB 18 notifications on June 8, 2021, to the sixteen tribal representatives of six main local tribal groups. No responses were received.

As part of Assembly Bill 52 (AB 52) outreach, the City sent out AB52 notifications on June 8, 2021, to the four tribal groups/representatives that indicated they wished to receive AB 52 notices. No replies were received, except for the Gabrieleno Band of Mission Indians – Kizh Nation, who did not request consultation or changes in policies or mitigation measures but did ask to be notified of future development proposals.

While there is potential for currently unknown TCRs to exist within the City, the existing General Plan Goal CON-7, Policy CON-7.1 and Implementation Program CON-IMP-7A, in addition to Public Resources Code Section 5024.1 serve to protect resources by analyzing all proposed projects for the need for cultural resources surveys at the proposal stage. Implementation of these goals and policies, along with the City's development requirements to review CEQA documents for impacts to prehistoric archaeological and cultural tribal resources, and required AB52 consultation for Negative Declarations, Mitigated Negative Declarations and EIRs, will ensure that potential impacts to tribal cultural resources by future development within the Planning Area will be less than significant.

<u>Level of Significance Before Mitigation</u>

Less than significant.

Mitigation Measures

None Required.

Cumulative Impacts

Analysis of Impacts

There is a potential for archaeological TCRs to exist within the Planning Area, particularly in the few remaining undeveloped areas of the City, or in areas slated for redevelopment where existing foundations are shallow, and where archaeological resources, including human remains, could remain below the prior level of disturbance.

On a cumulative level, impacts to tribal cultural resources from both the City and the surrounding jurisdictions (i.e., the cities of Anaheim, Cypress, Fountain Valley, Los Alamitos, Orange, Santa Ana, Seal Beach, Stanton, and Westminster) should be considered. These jurisdictions potentially also contain TCRs that, as are all cultural resources, are non-renewable. Damaging, disturbing, or destroying TCRs results in a permanent loss of resources, and future projects with impacts to cultural resources from all surrounding jurisdictions contribute to the cumulative impact to TCRs.

The Conservation Element of the City's current General Plan contains Goal CON-7, Policy CON-7.1 and Implementation Program CON-IMP-7A. This goal, policy, and implementation program will help identify and protect significant tribal cultural archaeological resources in consultation with local Native American tribal representatives.

Consistent with federal and State laws, the General Plans of the surrounding jurisdictions have similar goals and policies to protect cultural resources within their boundaries as well. State law requires local jurisdictions, including the City, to consult with local Native American tribal representatives when development or public works projects may affect tribal cultural resources and certain criteria are met (i.e., SB 18 and AB 52). This government-to-government consultation process is critical to identifying actions that could have significant impacts on tribal cultural resources before any ground disturbance occurs in the surrounding region. Finally, state law requires the City and surrounding jurisdictions to notify Native American representatives if tribal human remains are found.

By implementing the General Plan goals and policies, complying with required laws and regulations, and continuation of the City's required CEQA review of all development projects under the FGPUZA, the FGPUZA's potential cumulative impacts to cultural resources will be minimized, and future development in the City of Garden Grove under the FGPUZA will not make a significant contribution to any cumulative regional impacts on tribal cultural resources.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

2.4.14 Utilities and Service Systems

Solid Waste

Analysis of Impacts

The County operates three landfills that exclusively serve County residents and cities, the Olinda Alpha, Frank R. Bowerman, and the Prima Deshecha landfills (OCWR 2021). Opened in 1960, the Olinda Alpha Landfill is a Class III site near the City of Brea featuring 565 total acres of which 453 acres is permitted for refuse disposal. The Olinda Alpha Landfill accepts public and commercial solid waste but does not accept hazardous waste. The landfill has enough projected capacity to serve residents and businesses until 2030. Olinda's average disposal rate is nearly 7,000 tons per day (TPD) although it permitted up to 8,000 TPD.

The Frank R. Bowerman Landfill is a state-of-the-art, Class III, municipal solid waste landfill. Opened in 1990 near the Cit of Irvine, it is one of the largest landfills in the state and the ninth largest in the U.S. The property spans approximately 725 acres of Irvine hillside with 534 acres allocated for waste disposal. Only municipal solid waste from commercial haulers and vehicles operating under commercial status is accepted. It is permitted for 11,500 tons per day (TPD) maximum with an 8,500 TPD annual average. The landfill has enough projected capacity to serve residents and businesses until approximately 2053.Opened in 1976 in south Orange County, the Prima Deshecha Landfill occupies 1,530 total acres with 697 acres for waste disposal. The Prima Deshecha site has a maximum permitted daily refuse is 4,000 tons per day and has a projected capacity to serve residents and businesses until approximately 2102. The Prima site is also home to a landfill gas-to-energy plant which can power 7,500 homes.

With these three landfills, the County has adequate solid waste disposal capacity for well past the 2040 planning horizon o the FGPUZA (OCWR 2021).

Under the FGPUZA, the Planning Area is expected to accommodate more residential, commercial, mixed use, industrial, public uses, and open space/recreation land uses. In order to estimate solid waste generation under the FGPUZA, per-capita waste generation rates for the City of Garden Grove were used (pounds per day per resident). Under the proposed FGPUZA, the Planning Area is anticipated to support a population of up to 238,619 by 2040 or approximately 63,818 residents over the existing 2020 population. According to the CalEEMod output files, the Planning Area is anticipated to generate 117,000 tons per year of solid waste by 2040. This is likely the worse-case scenario as per-capita waste generation rates are expected to decline with the implementation of various solid waste management practices discussed below. Solid waste collection, disposal, and recycling services in the Planning Area are provided by the Garden Grove Sanitary District (GGSD) through a private contract with Republic Services. GGSD takes a unique approach to waste disposal with "Recycle Garden Grove", an innovative program that combines automated trash collection with a broad recycling and yard waste collection operation. In a joint effort with Republic Services, Recycle Garden Grove is designed to reduce the volume of waste dumped in our local landfills and to conserve our natural resources. This automated waste collection and recycling program has also been successfully implemented in many surrounding communities with excellent results. Participation in Recycle Garden Grove allows residents to significantly help decrease the amount of trash

buried in local landfills and to help the City comply with the state's recycling laws. The Recycle Garden Grove program also allows the City to recycle many types and quantities of recyclable items and yard waste, instead of dumping it in landfills. The City, in conjunction with GGSD, will continue to implement and support these measures to meet the Cities obligation under AB 939. These efforts will be coordinated with waste management programs; therefore, future landfill diversion rates may improve.

The Conservation Element of the 2030 General Plan contains one goal and four policies related to solid waste. Goal CON-3 encourages the reduction of solid wastes generated in the City by individuals and businesses in compliance with state laws. Policy CON-3.1 encourages continued implementation of the Source Reduction and Recycling Element (SRRE), and Policy CON-3.3 encourages businesses to reuse materials through waste exchange. The FGPUZA does not contain any new goals or policies that specifically address solid waste issues.

Additionally, the Garden Grove Municipal Code Title 9, Chapters 9.08 through 9.18 provide the framework to help the City meet its goals of reduction of solid waste and the solid waste stream. The City also participates in diversion programs such as composting, managing construction and demolition waste, public education, recycling, source reduction and special waste materials. Implementation of these policies and programs will further reduce the amount of waste produced over the life of the FGPUZA and reduce the impact to less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

Solid Waste Regulations

Analysis of Impacts

Any future project completed under the proposed FGPUZA would be required to comply with all applicable Federal, State, and Local statues and regulations related to solid waste management and reduction. The Conservation Element of the 2030 General Plan contains one goal and four policies related to solid waste. Goal CON-3 encourages the reduction of solid wastes generated in the City by individuals and businesses in compliance with state laws. Policy CON-3.1 encourages continued implementation of the Source Reduction and Recycling Element (SRRE). The FGPUZA does not contain any new goals or policies that specifically address solid waste issues.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures:

No mitigation is required.

3.0 – FINDINGS ON PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The section also states that "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly." Under Section 15126.6(a) of the CEQA Guidelines, an EIR does not need to consider alternatives that are not feasible, nor need it address every conceivable alternative to the project. The range of alternatives "is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." (CEQA Guidelines § 15126.6[f]).

Three (3) alternatives to the Focused General Plan Update and Zoning Amendments (FGPUZA or Project) were analyzed in the Program EIR (PEIR), including the CEQA-mandated No Project Alternative. The ability of each alternative to meet the basic project objectives was also described, and the "environmentally superior" alternative among the three (3) alternatives was identified, as required by the CEQA Guidelines.

3.1 Alternatives Considered

Several different alternatives were considered but then rejected during preparation of the FGPUZA PEIR. Various levels of less intense residential and non-residential development were considered. Other alternatives, such as higher industrial development vs. other kinds of non-residential development, were also considered. At first, no alternative that would have less planned units than would meet the RHNA allocation was considered. However, the RHNA's allocation of almost 20,000 additional units to the City would result in several environmental impacts from that anticipated, additional residential growth. Therefore, Alternative 2 incorporated less units than indicated in the RHNA, a number of units approximately halfway between that of the existing General Plan and the proposed FGPUZA. Alternative 3 was chosen to still meet the City's RHNA allocation but by accomplishing it with a much larger number of ADUs rather than mixed-use or multi-family residential units.

The following alternatives were selected and evaluated in comparison to the FGPUZA:

- Alternative 1: No Project/Existing 2008 General Plan – this would add only 6,039 dwelling units but add 18 million more square feet of non-residential uses.

- Alternative 2: Reduced Mixed-Use Alternative - this would add only 14,184 dwelling units and also have 514,500 less square feet of non-residential uses than the existing General Plan, similar to the FGPUZA.

- Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative – this would be similar to the FGPUZA, but some amount of the land

designated for mixed-use would not be developed. Instead, 5,656 additional ADUs would be built.

3.1.1 Alternative 1: No Project/Existing 2008 General Plan

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of a No Project Alternative. The "purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project" (14 CCR 15126.6[e][1]). When defining the No Project Alternative, the analysis must be informed by "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (14 CCR 15126.6(e)(2)).

Description

The No Project/Existing 2008 General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area, but only that development anticipated under the 2008 General Plan. As compared to the FGPUZA, there would be a significant reduction in residential development and a significant increase in non-residential development under this Alternative. Additionally, no new policies, goals, or development standards associated with the Project would be implemented; the standards, goals, and policies associated with the 2008 General Plan would be applicable.

Finding

The City rejects the No Project Alternative because it would not meet the City's Regional Housing Needs Allocation (RHNA) objective and would not meet the objectives of the project to nearly the same degree as the FGPUZA since it would only implement the existing General Plan policies.

Potential Impacts

The No Project Alternative would have similar impacts in 14 resource areas: air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, public services, transportation, tribal cultural resources, and utilities and service systems. The No Project Alternative would have reduced impacts in two resource areas: population and housing, and recreation. This Alternative, however, would not reduce the Project's significant and unavoidable impacts.

Attainment of Objectives

The No Project Alternative assumes that development would occur within the Planning Area, but only that level of development that was anticipated under the 2008 General Plan. The No Project Alternative would meet the following project objectives:

- A Safe Community - Adequately funded, staffed, and equipped police and fire services that provide a timely, effective response to both minor and major public safety concerns. Also, the public safety providers will engage and educate all segments of the community.

- An Economically Sound Community - Meet budget challenges by capitalizing on our unique development opportunities and providing enhanced shopping, dining, and entertainment options while improving the aesthetics of the community.

- A Family-Oriented Community - Safe, well-kept neighborhoods where all segments of the community feel secure and comfortable, and where residents can feel unburdened from the stresses of the world outside the neighborhood.

- A Diverse Community - All segments of the community have a sense of belonging, regardless of race, ethnicity, or age. Also, a community where all feel safe in expressing their uniqueness while joining and celebrating in their commonality as Americans, Californians, and Garden Grove residents.

- A Well-Maintained Community - Public infrastructure (i.e., streets, water and sewer systems, storm drains) that is kept in good working order but results in few inconveniences and disruptions to users during maintenance. Also, future plans that ensure the continued adequacy and availability of these services as the community changes.

- An informed Community and Well Administered Community - Good channels of communication shall exist between the general public, community organizations, service providers and the city government. This provides residents and other interested persons both information and opportunities to provide input on proposals being brought before the City's Boards, Commissions, and Council. In addition, the city government shall be adequately staffed and compensated to meet the service needs and goals of the community. City staff shall be encouraged to learn about and apply the most efficient and effective methods for providing public services to the community.

- A High-Quality-of-Life Community - Public facilities and open spaces that are well maintained and adequate for size and nature of the community, as well as provide recreational opportunities for all segments of the community.

The No Project Alternative would not, however, meet the RHNA Objective of accommodating 19,168 additional dwelling units.

3.1.2 Alternative 2: Reduced Mixed-Use Alternative

The Reduced Mixed-Use Alternative reflects a reduced number of residential units (approximately 30 percent fewer units) compared to the FGPUZA, and the same amount of non-residential development included in the Project. Since the significant impacts of the Project (air quality, greenhouse gases, and VMT) are largely due to the substantial number of new residential units proposed, this alternative substantially reduces the potential number of future dwelling units. This alternative assumes that policies, goals, or development standards associated with the Project would apply to this alternative. However, this alternative would not meet the City's Regional Housing Needs Allocation (RHNA) goals.

Finding

The City rejects the Alternative 2: Reduced Mixed-Use Alternative because it would not meet the City's Regional Housing Needs Allocation (RHNA) goals.

Potential Impacts

The Alternative 2: Reduced Mixed-Use Alternative would have similar impacts to the Project in seven (7) resource areas: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, and tribal cultural resources. The Alternative 2: Reduced Mixed-Use Alternative would have reduced impacts in nine (9) resource areas: air quality; energy; greenhouse gas emissions, noise, population and housing, public services, recreation, transportation, and utilities and service systems. This Alternative, however, would not reduce the Project's significant and unavoidable impacts.

Attainment of Objectives

The Reduced Mixed-Use Alternative would meet the following project objectives:

- A Safe Community - Adequately funded, staffed, and equipped police and fire services that provide a timely, effective response to both minor and major public safety concerns. Also, the public safety providers will engage and educate all segments of the community.

- An Economically Sound Community - Meet budget challenges by capitalizing on our unique development opportunities and providing enhanced shopping, dining, and entertainment options while improving the aesthetics of the community.

- A Family-Oriented Community - Safe, well-kept neighborhoods where all segments of the community feel secure and comfortable, and where residents can feel unburdened from the stresses of the world outside the neighborhood.

- A Diverse Community - All segments of the community have a sense of belonging, regardless of race, ethnicity, or age. Also, a community where all feel safe in expressing their uniqueness, while joining and celebrating in their commonality as Americans, Californians, and Garden Grove residents.

- A Well-Maintained Community - Public infrastructure (i.e., streets, water and sewer systems, storm drains) that is kept in good working order but results in few inconveniences and disruptions to users during maintenance. Also, future plans that ensure the continued adequacy and availability of these services as the community changes.

- An informed Community and Well Administered Community - Good channels of communication shall exist between the general public, community organizations, service providers, and the city government. This provides residents and other interested persons both information and opportunities to provide input on proposals being brought before the City's Boards, Commissions, and Council. In addition, the city government shall be adequately staffed and compensated to meet the service needs and goals of the

community. City staff shall be encouraged to learn about and apply the most efficient and effective methods for providing public services to the community.

- A High-Quality-of-Life Community - Public facilities and open spaces that are well maintained and adequate for the size and nature of the community, as well as provide recreational opportunities for all segments of the community.

The Reduced Mixed-Use Alternative would not, however, meet the RHNA Objective of accommodating an additional 19,168 dwelling units.

3.1.3 Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative

The Increased Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative assumes that the total number of dwelling units under this alternative would be the same as the Project, but there would be a significant increase in the number of ADUs constructed under this alternative (a total of 5,656 ADUs, which is 2,038 more ADUs compared to what is being proposed under the project at 3,618 ADUs), with a corresponding reduction in the number of multi-family units located within the corridors of the City that are planned for Mixed-Use in the FGPUZA.

This alternative considers the environmental impacts of building ADUs throughout the entire City within single-family zoned neighborhoods as opposed to building higher density multi-family units along major corridors. Based on the number of existing detached single-family dwelling units (over 27,680 units as of 2021) in the City, Garden Grove could potentially accommodate over 20,000 additional ADUs. There are no regulatory restrictions to prevent these units from being built. However, the financial costs of building the structures, which could range anywhere from $50,000 to $200,000 for a new standalone structure, is a potential impediment to these ADUs.

If property owners were to build more junior accessory dwelling units, which are integrated into the existing structure of the main building, the costs could be dramatically reduced, and the numbers of ADUs could increase. As such, this alternative assumes only a moderate increase in ADUs beyond what is proposed in the Project. This alternative also assumes the same amount of non-residential development as the proposed Project. This alternative assumes additional financial incentives and marketing programs beyond what has been identified in the 2021-2029 Housing Element to significantly promote and increase the development of ADUs within the Planning Area. However, the City does not currently have funding available to support additional financial incentives and marketing programs that would be required to implement and support this alternative. While this alternative would meet the City's Regional Housing Needs Allocation (RHNA) total housing unit goal, the Housing and Community Development (HCD) Department would require a showing that the City could yield that many new ADUs over the RHNA 6th Cycle Housing Element between 2021 and 2029. The City cannot make this showing. As a result, HCD would not certify the Housing Element and therefore this Alternative does not meet a key objective of the Project.

Finding

The City rejects the Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative because although this alternative would meet the City's Regional Housing Needs Allocation (RHNA) total housing unit goal, the City cannot demonstrate

that this number of ADU's could be constructed during the RHNA 6th Cycle Housing Element between 2021 and 2029, and thus, would be rejected by HCD.

Potential Impacts

The Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative would have similar impacts in 15 resource areas: air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. The Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative would have reduced impacts in one (1) resource area: noise. This Alternative, however, would not reduce the Project's significant and unavoidable impacts.

Attainment of Objectives

The Alternative 3: Increased Auxiliary Accessory Dwelling Unit (ADU) and Reduced Mixed-Use Alternative would meet the following project objectives:

- A Safe Community - Adequately funded, staffed, and equipped police and fire services that provide a timely, effective response to both minor and major public safety concerns. Also, the public safety providers will engage and educate all segments of the community.

- An Economically Sound Community - Meet budget challenges by capitalizing on our unique development opportunities and providing enhanced shopping, dining, and entertainment options while improving the aesthetics of the community.
- A Family-Oriented Community - Safe, well-kept neighborhoods where all segments of the community feel secure and comfortable, and where residents can feel unburdened from the stresses of the world outside the neighborhood.

- A Diverse Community - All segments of the community have a sense of belonging, regardless of race, ethnicity, or age. Also, a community where all feel safe in expressing their uniqueness while joining and celebrating in their commonality as Americans, Californians, and Garden Grove residents.

- A Well-Maintained Community - Public infrastructure (i.e., streets, water and sewer systems, storm drains) that is kept in good working order but results in few inconveniences and disruptions to users during maintenance. Also, future plans that ensure the continued adequacy and availability of these services as the community changes.

- An informed Community and Well Administered Community - Good channels of communication shall exist between the general public, community organizations, service providers, and the city government. This provides residents and other interested persons both information and opportunities to provide input on proposals being brought before the City's Boards, Commissions, and Council. In addition, the city government shall be adequately staffed and compensated to meet the service needs and goals of the community. City staff shall be encouraged to learn about and apply the most efficient and effective methods for providing public services to the community.

- A High-Quality-of-Life Community - Public facilities and open spaces that are well maintained and adequate for the size and nature of the community, as well as provide recreational opportunities for all segments of the community.

3.1.4 Environmentally Superior Alternative

If an alternative is considered clearly superior to the proposed project relative to identified impacts, Section 15126.6 of the CEQA Guidelines requires that alternative to be identified as the environmentally superior alternative. By statute, if the environmentally superior alternative is the No Project Alternative, an EIR must also identify an environmentally superior alternative among the other alternatives.

Alternative 2, the Reduced Mixed-Use Alternative would result in the least adverse environmental impacts and would therefore be the “environmentally superior alternative.” This conclusion is based on the comparative impact conclusions and the analysis provided in the PEIR. However, this alternative would not meet the City’s RHNA Objective and would not reduce the Project’s significant and unavoidable impacts

4.0 – GENERAL CEQA FINDINGS

Based on the foregoing Findings and the information contained in the administrative record, and as conditioned by the foregoing:

4.1 Findings Regarding Recirculation

The City finds that the Draft PEIR does not require recirculation under CEQA (CEQA Section 21092.1, CEQA Guidelines Section 15088.5). CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." As described in CEQA Guidelines Section 15088.5:

> "New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:
>
> 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
> 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
> 3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
> 4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded."

In addition, CEQA Guidelines Section 15088.5(b) provides that "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR." Recirculation also is not required simply because new information is added to an EIR – oftentimes new information is added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. As established in *Laurel Heights Improvement Assn. v. Regents of University of California* ([1993] 6 Cal.4th 1112, 1132), recirculation is intended to be an exception rather than the general rule.

As such, the City makes the following Findings:

1. None of the public comments submitted to the City regarding the Draft PEIR present any significant new information that would require the Draft PEIR to be recirculated for public review.

2. No new or modified mitigation measures are proposed that would have the potential to create new significant environmental impacts.

3. The Draft PEIR adequately analyzed the FGPUZA alternatives and there are no feasible alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the FGPUZA.

4. The Draft PEIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.

In this legal context, the City finds that recirculation of the Draft PEIR prior to certification is not required. In addition to providing responses to comments, the Final PEIR includes revisions to expand upon information presented in the Draft EIR (Section 3, Errata); explain or enhance the evidentiary basis for the Draft PEIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft PEIR. The Final PEIR's revisions, clarifications, and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In sum, the Final PEIR demonstrates that the Project would not result in any new significant impacts or increase the severity of a significant impact compared to the analysis presented in the Draft PEIR. The changes reflected in the Final PEIR also do not indicate that meaningful public review of the Draft PEIR was precluded in the first instance. Accordingly, recirculation of the PEIR is not required because revisions to the PEIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

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SECTION 5 – STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093(a) and (b), the decision-making agency is required to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (14 CCR 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final PEIR or elsewhere in the administrative record (14 CCR 15093[b]).

In accordance with the requirements of CEQA and the CEQA Guidelines, the City of Garden Grove finds that the mitigation measures identified in the Final PEIR and the MMRP, when implemented, will avoid or substantially lessen many of the significant effects identified in the PEIR for the Focused General Plan Update and Zoning Code Amendments. However, certain significant impacts of the proposed FGPUZA are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts result from air quality impacts (criteria pollutant emissions), greenhouse gas emissions, noise, and transportation (significant contribution to VMT, including cumulative impacts).

The City finds that all feasible mitigation measures identified in the Final PEIR that are within the purview of the City would be implemented with the proposed FGPUZA, and that those mitigation measures that may be within another agency's discretion have been, or can and should be, adopted by that other agency. As identified below, the City further finds that the remaining significant unavoidable effects are outweighed and are found to be acceptable due to the following specific overriding economic, legal, social, technological, or other benefits based on the facts set forth above, the Final PEIR, and the record.

The City finds that any one of the benefits set forth below is sufficient by itself to warrant approval of the proposed FGPUZA. This determination is based on the Findings herein and the evidence in the record. Having balanced the unavoidable adverse environmental impacts against each of the benefits, the City hereby adopts this Statement of Overriding Considerations for the following reasons:

1) The FGPUZA will provide long-term growth and enhancement of the community through fulfillment of the objectives stated below.

    a) Ensure adequately funded, staffed, and equipped police and fire services that provide a timely, effective response to both minor and major public safety concerns.

    b) Optimize development opportunities and provide enhanced shopping, dining, and entertainment options while improving the aesthetics of the community.

    c) Provide family-oriented, safe, well-kept neighborhoods.

    d) Provide a diverse community where all segments of the community have a sense of belonging, regardless of race, ethnicity, or age.

e) Ensure that public infrastructure is maintained in good working order, and to ensure the continued adequacy and availability of these services as the community changes.

f) Develop an informed and well-administered community that provides good channels of communication between the general public, community organizations, service providers and the city government.

g) Provide public facilities and open spaces that are well-maintained and adequate for the size and nature of the community, as well as provide recreational opportunities for all segments of the community.

2) The FGPUZA contains goals, policies, and programs that will provide City staff and discretionary bodies with a foundation for decisions for long-range planning related to physical development and public services that are intended to achieve the planning goals set forth in the Housing, Land Use, Safety, and Environmental Justice elements of the City's General Plan and that will comply with applicable State law.

On balance, the City finds that there are specific economic, legal, social, technological, and other considerations associated with the proposed FGPUZA that serve to override and outweigh the significant unavoidable effects of the proposed FGPUZA, and, thus, the adverse effects are considered acceptable. Therefore, the City hereby adopts this Statement of Overriding Considerations.