PUBLIC REVIEW DRAFT | NOVEMBER 2023

CIVIC CENTER REVITALIZATION PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:

CITY OF GARDEN GROVE
11222 Acacia Parkway
Garden Grove, CA 92840
Contact: Mr. Chris Chung, MPA

PREPARED BY

Michael Baker INTERNATIONAL

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Lead Agency:

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11222 Acacia Parkway
Garden Grove, California 92840
Contact: Mr. Chris Chung, MPA
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November 2023

JN 195235

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DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND TECHNICAL APPENDICES ARE AVAILABLE FOR DOWNLOAD

The Notice of Intent to Adopt (NOI), Draft Initial Study/Mitigated Negative Declaration (IS/MND), and Appendices are available for download at the City's official website.

https://ggcity.org/planning/environmental-documents

In addition to the City's official website, these documents are also available for review at the Office of Planning and Research's (OPR) CEQAnet online database:

https://ceqanet.opr.ca.gov/

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GARDEN GROVE

MITIGATED NEGATIVE DECLARATION

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

Civic Center Revitalization Project

Brief Description of Project:

The proposed Project involves demolishing the existing Garden Grove Police Department (GGPD) public safety facility and Civic Center Park and constructing a new GGPD public safety facility on the western portion of the Project site, a new parking structure, and a new Civic Center Park (relocated to the eastern portion of the Project site). The proposed GGPD public safety facility would be up to 104,400 square feet to accommodate up to 221 police officers, the new parking structure would provide up to 448 parking spaces, and the relocated Civic Center Park would be up to approximately 2.8 acres.

Project Location (see also attached map):

The proposed Project site is approximately 9.2 acres in size and located at 11301 Acacia Parkway (Assessor's Parcel Number [APN] 090-154-58) and includes the existing Civic Center Park (APNs 090-143-05 through -017, 090-143-27 through -28, and 090-154-56).

Name of the Project Proponent:

City of Garden Grove
11222 Acacia Parkway
Garden Grove, California 92840

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

Finding:

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

Mitigation Measures:

CUL-1 Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the

California Public Resources Code or a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

If the resource appears to be significant, then the qualified archaeologist, in consultation with the representative of a Tribe traditionally and culturally affiliated with the Project area and/or the Most Likely Descendant (MLD) as determined by the City based on the recommendations from the qualified archeologist, shall prepare and execute a treatment plan for the resource. The treatment plan may include preservation in place when feasible or controlled excavation and salvage of the resource. All recovered and salvaged resources shall be documented in a report to be filed at the South Central Coastal Information Center and either permanently preserved in an established accredited professional repository, reburied, or repatriated to the Tribe or MLD, as determined by the City and based on the recommendations from the qualified archaeologist, and as specified in the treatment plan. Ground-disturbing activities will not resume within 50 feet of the find until the treatment plan has been completed to the satisfaction of the City's Director of the Community Development Department.

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

GEO-1 If evidence of subsurface paleontological resources is found during construction activities, excavations within 50 feet of the find shall cease and the construction contractor shall contact the City of Garden Grove Planning and Building Agency Director. With direction from the Planning and Building Agency Director, a qualified paleontologist certified by the County of Orange shall be retained to evaluate the find prior to resuming construction activities in the immediate vicinity of the find. If the City of Garden Grove determines the resource is significant and cannot be immediately recovered or a then the qualified paleontologist shall prepare and execute a Paleontological Resources Mitigation Program (PRMP) for the salvage and curation of the identified resource(s). The PRMP shall specify the fieldwork and laboratory methods to be undertaken, curation requirements, proposed staff qualifications, and whether the entire resource is to be collected or a specified statistically significant sample.

HAZ-1 Prior to issuance of a grading permit, the contractor shall retain a qualified environmental professional with Phase II/Site Characterization experience, to be approved by the City Engineer, to prepare a Soil Management Plan (SMP). The SMP shall be made available to the contractor, construction workers, and the City Engineer for use during grading/excavation activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. During the grading phase, the qualified professional shall conduct soil sampling and monitor soil conditions. In the event where contaminated soil is discovered, the qualified professional shall take a sample and coordinate laboratory testing to determine contamination levels before the import, export, or re-use of the soil. Should any soil samples identify contamination levels in exceedance of existing Federal, State, and/or local human health screening levels, the soil shall be disposed off-site by a licensed hazardous waste hauler in accordance with applicable Federal, State, and local regulations. Lastly, the SMP shall include provisions and safety measures regarding grading/excavation in proximity to the underground storage tank and associated piping and fuel island.

TRA-1 Prior to Project commencement of construction, the City, or their designee, shall prepare a construction Traffic Management Plan (TMP) for approval by the City Traffic Engineer. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall

limit construction interruptions to bicycle, pedestrian, and bus facilities during construction to the greatest extent feasible and specify that one direction of travel in each direction must always be maintained along Euclid Street, Acacia Parkway, 7th Street, and Stanford Avenue throughout Project construction. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) accessibility. The TMP shall be incorporated into Project specifications for verification prior to Project commencement of construction.

TCR-1 **Native American Sensitivity Training/Inadvertent Discovery.** The Project's grading and construction plans and specifications shall state that, prior to commencement of any ground disturbing activities, a Native American monitor from a tribe traditionally and culturally affiliated with the Project area shall be retained for the proposed Project. A copy of the executed contract shall be submitted to the City of Garden Grove Planning Division and Building and Safety Division prior to the issuance of any permit necessary to commence a ground-disturbing activity such as grading or excavation.

The Tribe shall be contracted to conduct a Tribal Cultural Resources Sensitivity Training for construction personnel prior to the start of construction activities. The training session shall include a handout and shall focus on how to identify Native American resources encountered during ground-disturbing activities and the procedures to be followed if resources are discovered.

In the event that potential Tribal Cultural Resources are inadvertently discovered during ground-disturbing activities, work shall be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist from the Orange County List of Qualified Archaeologists, retained by the Project Applicant in cooperation with a Tribal monitor from a tribe traditionally and culturally affiliated with the Project area to determine if the potential resource meets the CEQA definition of historical (CEQA Guidelines Section 15064.5(a)) and/or unique resource (Public Resources Code Section 21083.2(g)), and/or a "nonunique archeological resource" that conforms with the criteria of Public Resources Code section 21074(a) (Public Resources Code section 21074(c), Public Resources Code section 21083.2(h)). Construction activities may continue in other areas.

Based on the recommendations of the qualified archaeologist and tribal monitor, the City of Garden Grove Planning Division and Building and Safety Division shall determine whether the resource constitutes a Tribal Cultural Resource as defined by Public Resources Code 21074.

If the resource is determined by the City of Garden Grove Planning Division and Building and Safety Division to be a Tribal Cultural Resource, and avoidance is not feasible, then the qualified archaeologist, in consultation with the tribal monitor and, if relevant, the Most Likely Descendant (MLD), shall prepare and execute a treatment plan for the resource as described in MM CUL-1. The treatment plan is anticipated to consist of controlled excavation and salvage of the resource. All recovered and salvaged resources shall be documented in a report to be filed at the South Central Coastal Information Center and either permanently preserved in an established accredited professional repository, reburied, or repatriated to the Tribe or MLD, as determined by the City in consultation with the Tribe, MLD, and qualified archaeologist and specified in the treatment plan. Halted ground-disturbing activities shall not resume until the treatment plan has been completed to the satisfaction of the City's Director of the Community Development Department.

Prior to commencement of ground disturbing activities, the City's Director of the Community Development Department, or designee, shall verify that all Project grading and construction plans require the Native American Sensitivity Training and the treatment of resources as specified in this mitigation measure.

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1.0 INTRODUCTION

The Civic Center Revitalization Project (herein referenced as the "Project") involves the demolition of the existing Garden Grove Police Department (GGPD) public safety facility, relocation of Civic Center Park, and construction of a new GGPD public safety facility and associated multi-level parking structure; refer to Section 2.0, *Project Description*. Following a preliminary review of the proposed Project, the City of Garden Grove (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the potential direct, indirect, and cumulative environmental effects of the Project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Garden Grove, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions regarding the Project. The resulting documentation is not, however, a policy document and its adoption neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the Project's environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review at the City of Garden Grove, Planning Services Division, 11222 Acacia Parkway, Garden Grove, California 92840.

- *City of Garden Grove General Plan* (adopted May 2008, as amended in 2022). The *Garden Grove General Plan 2030* (General Plan) is the principal long-range policy and planning document guiding the development, conservation, and enhancement of Garden Grove. It contains a comprehensive collection of goals and policies related to the physical development of the City. The General Plan includes the following elements: Land Use Element, Community Design Element, Economic Development Element, Circulation Element, Infrastructure Element, Noise Element, Air Quality Element, Park, Recreation, and Open Space Element, Conservation Element, Safety Element, Environmental Justice Element, Active Streets Master Plan, and 2021-2029 Housing Element. Along with the goals and policies is an implementation program geared toward carrying out these goals and policies.

- *Garden Grove Focused General Plan Update and Zoning Amendments Environmental Impact Report (SCH No. 2021060714)* (certified December 14, 2021) (FGPUZA EIR). The City recently amended the General Plan in 2022 with the Focused General Plan Update and Focused Zoning Amendments (FGPUZA). The FGPUZA amended the Housing, Land Use, and Safety Elements of the General Plan by including new goals, policies, and programs that would provide City staff with a foundation for long-range planning. Additionally, the FGPUZA also prepared an Environmental Justice Element and various amendments to the *Garden Grove Municipal Code* (Municipal Code) Title 9, *Land Use*. As part of this process, the City prepared and certified the FGPUZA EIR, which identified potentially significant and unavoidable impacts related to air quality, greenhouse gas emissions, noise, and transportation (vehicle miles traveled [VMT]).

- *Garden Grove Municipal Code (current through Ordinance 2941 and the March 2023 code supplement). The Garden Grove Municipal Code* (Municipal Code) provides regulations for government administrative operations, construction, development, infrastructure, public safety, and business operations within the City. Title 9, *Land Use*, of the Municipal Code is intended to serve the public health, safety, comfort, convenience, and general welfare by establishing land use districts designed to obtain the physical, environmental, economic and social advantages resulting from planned use of land in accordance with the General Plan. Title 9 provides a set of regulations which retain and enhance established residential neighborhoods, commercial and industrial districts, recreational facilities, other amenities and region-serving uses; allow for the infill and recycling of areas at their prevailing scale and character; allow for the intensification of commercial and industrial uses; accommodate expansion of development into vacant and low-use lands within environmental and infrastructure constraints; maintain and enhance significant environmental resources; provide a diversity of areas characterized by differing land use activities, scale, and intensity; and establish an environment that provides the City's residences and businesses with a high quality of life that is both aesthetic and secure.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

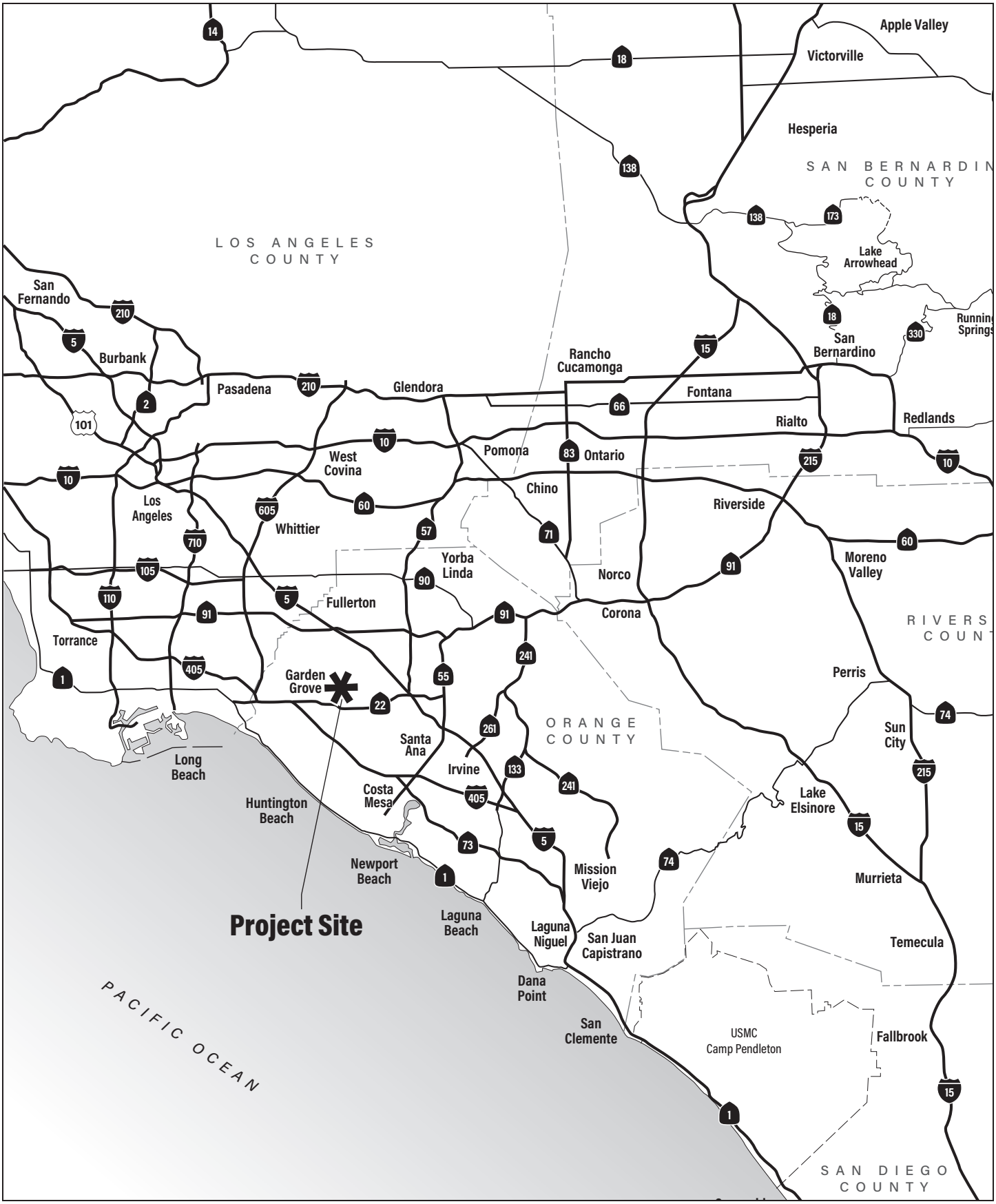
The City of Garden Grove (City) is located in the western portion of Orange County, generally north of the San Diego Freeway (Interstate 405 [I-405]) and southeast of the Santa Ana Freeway (Interstate 5 [I-5]). The Garden Grove Freeway (State Route 22 [SR-22]) runs through the southern portion of the City. The City is approximately 25 miles southeast of downtown Los Angeles; refer to Exhibit 2-1, *Regional Vicinity*. Garden Grove is generally surrounded by the cities of Cypress, Stanton, and Anaheim to the north, Orange to the east, Santa Ana, Westminster, and Fountain Valley to the south, and Seal Beach and Los Alamitos to the west.

The proposed Civic Center Project ("Project") site is approximately 9.2 acres in size and is located at 11301 Acacia Parkway (Assessor's Parcel Number [APN] 090-154-58) and includes the Civic Center Park (APN: 090-143-05 through -017, 090-143-27 through -28, and 090-154-56). The Project site encompasses the existing Garden Grove Police Department (GGPD) public safety facility and open space (Civic Center Park); refer to Exhibit 2-2, *Site Vicinity*. Regional access to the Project site is provided via SR-22, I-405, and I-5. Local access to the Project site is provided via South Euclid Street, Civic Center Drive, 7th Street, Acacia Parkway, and Stanford Avenue.

2.2 ENVIRONMENTAL SETTING

The Project site is located within a highly developed and urbanized area of Garden Grove. The eastern portion of the Project site is developed with a GGPD public safety facility that houses approximately 162 sworn officers and 88 civilian staff. The western portion of the existing GGPD public safety facility houses the Orange County Fire Authority (OCFA) Station No. 81. The existing GGPD public safety facility consists of the main police building (33,481 square feet), juvenile justice center (4,900 square feet), and property and evidence annex building (3,800 square feet) for a total of 42,181 square feet. A private surface parking lot is located north of the main GGPD building for patrol vehicles. A staff surface parking lot is located east of the main GGPD building and the visitor surface parking lot is located further west from the main building. The existing GGPD public safety facility provides a total of 221 parking stalls: 141 standard stalls for patrol vehicles, 85 standard stalls for staff parking, and 30 standard stalls for visitor parking. Surface parking lots are surrounded by a masonry wall that prevents public access into the parking area for security purposes. Restricted access into the GGPD public safety facility by police officers and staff is provided via a gated-access ingress/egress located approximately 1,000 feet from the Euclid Street and Acacia Parkway intersection. An egress only driveway is also available on Acacia Parkway, approximately 350 feet east of the Euclid Street and Acacia Parkway intersection for patrol vehicles only. Existing GGPD public safety facility landscaping includes street trees, shrubs, and planter boxes located along the street frontage of Acacia Parkway and surface parking lot landscaping.

The western and northern portions of the Project site are developed with open space, including the approximate 2.8-acre Civic Center Park. The on-site park includes an ancillary surface parking lot with 107 parking stalls: 27 parking stalls reserved for City use, three Americans with Disabilities Act (ADA) parking stalls, and 77 standard parking stalls. Access to Civic Center Park is provided via a shared driveway with the GGPD public safety facility, approximately 350 feet east of the Euclid Street and Acacia Parkway intersection. Civic Center Park is currently landscaped with ornamental trees, shrubs, and turf, and includes a pond feature. Existing public art exhibits are present in Civic Center Park. Pedestrian connections link the Civic Center area with Civic Center Park. Active exercise circuit equipment and shuffleboard courts are also provided in the northeastern portion of the Project site.



CIVIC CENTER REVITALIZATION PROJECT
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Regional Vicinity

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Exhibit 2-1

Source: Google Earth Pro, May 2023

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CIVIC CENTER REVITALIZATION PROJECT
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Site Vicinity

Exhibit 2-2

GENERAL PLAN LAND USE DESIGNATION AND ZONING

The Project site is designated by the *Garden Grove General Plan* (General Plan) as Civic Center Mixed Use (CC [APN: 090-154-58]) and Parks and Open Space (OS [APN: 090-143-05 through -017, -143-27 through -28, and -154-56]). Based on the General Plan Land Use Element, the CC designation promotes civic, commercial, open space, and residential uses. Additionally, the OS designation includes land within the City that meets the passive and active recreational needs of the citizens and that promotes and preserves the health and general welfare of citizens.

The Garden Grove Land Use Code (Land Use Code) identifies the Project area in the Civic Center (CC) Zone, which consists of the following four Civic Center zones: Civic Center East (CC-1), Civic Center Main Street (CC-2), Civic Center Core (CC-3), and Civic Center Open Space (CC-OS). The zones that apply to the Project site include CC-3 and CC-OS. The CC-3 zone is established to encourage civic, educational, commercial, high-density residential, and compatible uses that enliven the City's core and work together to create a walkable, lively district that encourages interaction and engagement in community activities. Shared parking facilities, pedestrian orientation of buildings, high-quality architecture, and pedestrian-scale landscaping, pathways, and signage reinforce the goal to create places where people, not cars, predominate. Conditionally permitted uses include parking facilities, public safety facilities (including police), and public recreational facilities.

The CC-OS zone applies to public properties dedicated to active and passive recreation uses, civic engagement, arts and culture, and institutional activities that benefit a broad population. Permitted uses include public recreational facilities, and conditionally permitted uses include parking facilities and public safety facilities (including police).

SURROUNDING LAND USES

Surrounding land uses include a mixture of residential, commercial, and institutional uses. Specifically, land uses surrounding the Project site include:

- *North:* The Community Meeting Center (CMC), the H. Louis Lake Senior Center (senior community center) and an Orange County Public Library (OCPL) Garden Grove Main Branch Library are located north of the Project site. This land is designated as CC per the General Plan and zoned CC-3 per the Land Use Code. Stanford Avenue bounds the community meeting center, the senior community center, and library to the north. Garden Grove High School is situated north of Stanford Avenue.

- *East:* An adult day care center (Healthy Aging Center Acacia) is situated to the east of the Project site and is designated by the General Plan as CC and zoned CC-3 per the Land Use Code. 7th Street abuts the Project site to the east.

- *South:* Acacia Parkway and Fire Station No. 81 (the western portion of the on-site building) are adjacent to the Project site to the south. Institutional uses (Garden Grove Masonic Lodge and Garden Grove City Hall) are located to the south of Acacia Parkway and west of Civic Center Drive. These lands are designated by the General Plan as CC and zoned CC-3 by the Land Use Code. Other uses south of Acacia Parkway and east of Civic Center Drive include single family residential uses, designated by the General Plan as CC and zoned Civic Center East (CC-1) zone by the Land Use Code.

- *West:* Euclid Street is adjacent to the western portion of the Project site. Acacia Park condominium complex is located further to the west and designated by the General Plan as CC and zoned CC-3 per the Land Use Code. Village Green Park, Garden AMP (a live music venue), and The GEM Theater are situated further west, and are designated CC and zoned CC-OS. Coastline Community College is situated to the southwest of the Project site and is designated CC and zoned CC-3.

2.3 BACKGROUND AND HISTORY

In 2019, the Garden Grove City Council authorized Dewberry, a planning and design firm, to conduct a comprehensive space and needs assessment for the GGPD. Based on the *Infrastructure Space Needs Assessment Report* (Dewberry Needs Assessment Report), dated January 14, 2020, the existing GGPD public safety facility buildings were built to 1970s code standards and parameters. As a result, the GGPD does not have adequate facilities to meet current safety and security standards. These inadequacies include, but are not limited to, the following:

- No secured staff parking directly adjacent to the staff entrance;
- Lack of anti-ram vehicle barriers;
- Lack of fire sprinklers and fire alarms; and
- Lack of ballistic protection in reception areas.

Additionally, the existing secured staff surface parking lot does not adequately meet the current parking demands. As a result, employees tend to use the unsecured parking lot north of the Healthy Aging Center Acacia facility, which is located to the northeast of the Project site. In sum, the Dewberry Needs Assessment Report concluded that the current police facilities are undersized and insufficient for current or future needs.

In response, the City Council authorized Phase One in July 2022, which focused on an initial Project financial and feasibility analysis, development of a conceptual site for the new GGPD public safety facility, and the relocation of Civic Center Park (the subject of this Initial Study). Through a comprehensive planning effort over the past ten years the City of Garden Grove has identified multiple objectives for the Civic Center property and the new GGPD Public Safety facility. Specifically, the City strives to:

- Create a consolidated holistic government campus;
- Inspire visitors, users, employees, and community (recruitment and retention);
- Invite connection to the community (community pride);
- Integrate and enhance Civic Center Park;
- Provide for enhanced accessibility (building and parking);
- Incorporate secure, efficient, and functional building and site planning;
- Sustain service and needs of the GGPD for the next 50, plus, years;
- Accommodate future expansion and flexibility;
- Retain existing fire station and associated administrative offices;
- Integrate GGPD memorial and design for community events; and
- Incorporate industry standards and best practices for public safety facilities.

Further details of the proposed new GGPD public safety facility and relocated park are described below in Section 2.4, *Project Characteristics*.

2.4 PROJECT CHARACTERISTICS

The proposed Project would demolish the existing GGPD public safety facility and Civic Center Park and construct a new GGPD public safety facility on the western portion of the Project site, a new parking structure, and a new Civic Center Park facility (relocated to the eastern portion of the Project site); refer to Exhibit 2-3, *Conceptual Site Plan*, and Exhibit 2-4, *Concept Bird's Eye View*. The proposed GGPD public safety facility would be up to 104,400 square feet to accommodate up to 221 police officers, the new parking structure would include up to 448 parking spaces, and the relocated park would be up to approximately 2.8 acres.

Source: HOK Group, Inc.

Michael Baker INTERNATIONAL

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CIVIC CENTER REVITALIZATION PROJECT
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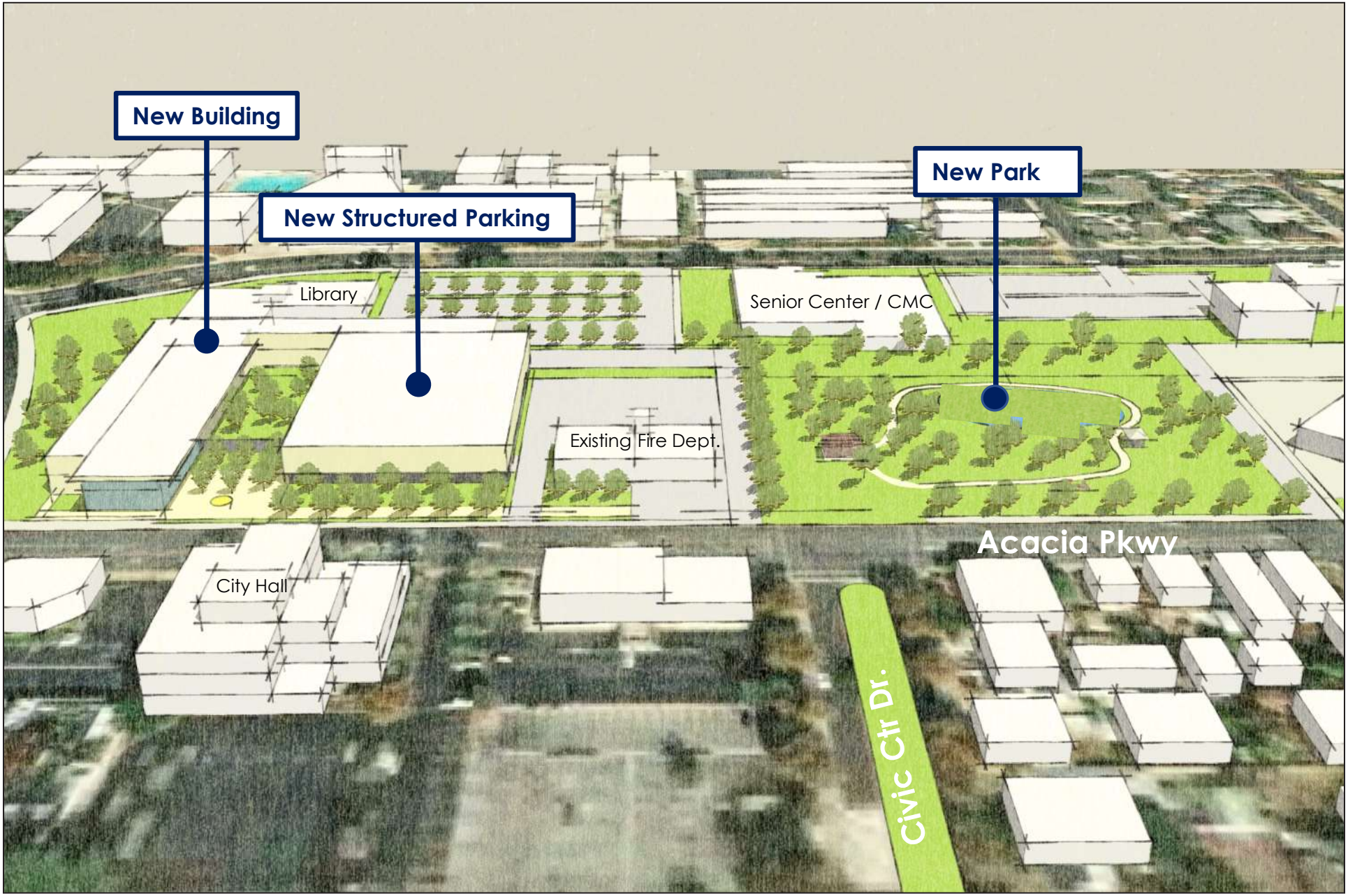
Conceptual Site Plan

Exhibit 2-3



Source: HOK Group, Inc.

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Concept Bird's Eye View

Exhibit 2-4

GGPD PUBLIC SAFETY FACILITY

The Project would involve demolition of the existing 42,181-square foot GGPD public safety facility and construction of a new facility up to 104,400-square feet on approximately 2.75 acres; refer to Exhibit 2-3. The new facility would be up to four stories in height (up to 70 feet to top of parapet). Walk-up public entry to the new building would be provided on Euclid Street and Acacia Parkway. Vehicular access would be accommodated along Acacia Parkway (the new parking structure). As discussed in the Dewberry Needs Assessment Report, the new building would be capable of housing up to 221 police officers and 146 civilian staff (a net increase of up to 59 police officers and 58 civilian staff compared to existing conditions), based on population growth prediction by 2039, for a total of up to 367 employees (a net increase of 117 from existing conditions). Key components of the proposed GGPD public safety facility would include functions such as, but not limited to, administrative services, records, property and evidence, communications, investigation, police information technology, community policing, booking and holding, special weapons and tactics (SWAT), public lobby space, and space for community engagement. Expansion of public safety facilities is to support the existing population as well as projected needs through 2039. The proposed building is also anticipated to be LEED silver certified.

OCFA STATION NO. 81

The existing OCFA Station No. 81 currently occupies the western portion of the existing GGPD public safety facility. OCFA Station No. 81 would remain as is. It should be noted that the existing GGPD public safety facility currently operates one 10,000-gallon split compartment underground storage tank (UST), which contains 8,000 gallons of unleaded gasoline and 2,000 gallons of diesel fuel for on-site refueling of GGPD vehicles. Although the proposed Project would not involve the physical modification of this feature, the new GGPD public safety facility would be constructed to allow access/use of these fueling tanks by both police and fire vehicles.

PARKING STRUCTURE

Parking for the proposed GGPD public safety facility would be provided by a new parking structure along Acacia Parkway; refer to Exhibit 2-3. The new parking structure would be up to four levels and may include up to one underground level to house up to 448 parking stalls. The parking structure would accommodate secured police fleet vehicle parking, staff's personal vehicles, and may include limited areas for public parking.

RELOCATED CIVIC CENTER PARK

The Project would relocate the Civic Center Park to the eastern portion of the Project site; refer to Exhibit 2-3. The reconstructed park would provide an activated, safe, and welcoming green space in the Civic Center area. The existing meandering walkway along the northern portion of the Project site would be reconfigured to facilitate pedestrian movement within the Civic Center area, connecting these existing facilities/amenities to the proposed Civic Center Park. The approximately 2.8-acre park would include amenities such as benches, tables, trash and recycle receptacles, and pavilions. The park would be designed to be programmable and accommodate events of up to 200 to 300 individuals. Additionally, the proposed park would have daily and monthly programming that includes, but is not limited to, outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits. The Project would include ornamental park landscaping and appropriate security lighting to ensure public safety.

LANDSCAPING

Ornamental landscaping would be installed throughout the Project site. Landscaping would comply with *Garden Grove Municipal Code* (Municipal Code) Section 9.18.120, *Landscaping*. All landscaped areas would be covered with turf, non-deciduous groundcover, or other types of plantings. All required landscaped areas and planters would include a mix of shrubs, perennials, ornamental grasses, vines, and ground cover to create a dense and layered design. One tree would be provided for every 1,000 square feet of site area that is not a required setback, occupied by buildings, or used for parking or pedestrian walkways.

Minimum tree size at planting would be 24-inch box. Street trees would be provided per City standards. The Project would also include improvements to the existing sidewalks and curb and gutter along the Project frontage (Acacia Parkway) and Euclid Street such as new sidewalks, curb and gutter, and various other street improvements in accordance with City standards. Median improvements and pedestrian crosswalk striping would be installed within the Acacia Parkway right-of-way.

UTILITIES AND SERVICES

The following utilities and services would serve the Project site:

- *Water*. Water service at the Project site is provided by the City of Garden Grove Department of Public Works (Public Works Department). Existing water pipelines are currently located in Acacia Parkway (8-inch and 12-inch pipeline) and Euclid Avenue (10-inch pipeline). Existing 12-inch and 4-inch laterals connect the existing 8-inch pipeline and 12-inch pipeline in Acacia Parkway. The Project would abandon the existing water laterals and install new lateral connections to the existing 8-inch water line in Acacia Parkway.

- *Sewer*. The Public Works Department also provides sanitary sewer service to the Project site. Existing sewer pipelines are located in 7th Street (8-inch sewer pipe) and Acacia Parkway (6-inch sewer pipe). The Project would abandon the existing sewer laterals and install new lateral connections to the sewer system in Acacia Parkway. The Project would be conditioned to connect to a new/replaced sewer main in Acacia Parkway, per the Public Works Department's plans to replace the existing sewer pipe in Acacia Parkway in fall 2024 to improve the location, size, and condition of the existing sewer main. This sewer replacement project is an existing planned project by the Public Works Department in accordance with its approved Capital Improvements Program (CIP). As such, this planned project would upgrade the existing pipe from 6-inch to 8-inch in size.

- *Drainage*. The current GGPD public safety facility has an existing storm water system on-site, which connects to an existing 30-inch reinforced concrete pipe (RCP) in Acacia Parkway. The proposed Project would replace the on-site system with a new drainage system that connects to the existing 30-inch RCP. The new storm water system would comply with Municipal Code Section 6.40, *Stormwater Quality*, and other State regulations regarding water quality.

- *Dry Utilities*. The Project site would abandon existing on-site dry utilities and construct new underground on-site utilities connected to the existing underground Southern California Gas Company (SoCalGas) owned 2-inch natural gas pipe and Southern California Edison (SCE) owned electrical utilities in the Acacia Parkway right-of-way.

2.5 PHASING/CONSTRUCTION

Project demolition, grading, and construction would occur as a single phase over a period of four years, starting in the second quarter of 2024 and concluding by the first quarter of 2028. Demolition of the existing GGPD public safety facility would not occur until the new building is complete and occupied.

It is acknowledged that demolition of the existing on-site pond would require removal of existing wildlife that would not be able to leave on their own. As such, the City would retain a qualified biologist to prepare a wildlife management plan. The plan would detail the protocols and procedures for capture and removal of all on-site dependent wildlife that are incapable of leaving on their own (i.e., turtles, fish [if present], and any injured native wildlife).

2.6 AGREEMENTS, PERMITS, AND APPROVALS

The City of Garden Grove, as Lead Agency, has discretionary authority over the proposed Project, which requires the following discretionary approvals:

- California Environmental Quality Act Clearance;
- Conditional Use Permit; and
- Development Agreement.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. **Project Title:**
   Civic Center Revitalization Project

2. **Lead Agency Name and Address:**
   City of Garden Grove
   11222 Acacia Parkway
   Garden Grove, California 92840

3. **Contact Person and Phone Number:**
   Chris Chung, MPA, Senior Planner
   714.741.5314
   chrisc@ggcity.org

4. **Project Location:**
   The proposed Project is located at 11301 Acacia Parkway, Garden Grove, CA.

5. **Project Sponsor's Name and Address:**
   City of Garden Grove
   11222 Acacia Parkway
   Garden Grove, California 92840

6. **General Plan Designation:**
   Civic Center Mixed Use (CC) and Parks and Open Space (OS)

7. **Zoning:**
   Civic Center (CC) Zone, which consists of Civic Center Core (CC-3) zone and Civic Center Open Space (CC-OS) zone

8. **Description of Project:**
   Refer to Section 2.4, *Project Characteristics*.

9. **Surrounding Land Uses and Setting:**
   Surrounding land uses include a mixture of residential, commercial, and institutional uses. Specifically, land uses surrounding the Project site include:

   - *North:* The Community Meeting Center (CMC), the H. Louis Lake Senior Center (senior community center) and an Orange County Public Library (OCPL) Garden Grove Main Branch Library are located north of the Project site. This land is designated as CC per the General Plan and zoned CC-3 per the Land Use Code. Stanford Avenue bounds the community meeting center, the senior community center, and library to the north. Garden Grove High School is situated north of Stanford Avenue.

   - *East:* An adult day care center (Healthy Aging Center Acacia) is situated to the east of the Project site and is designated by the General Plan as CC and zoned CC-3 per the Land Use Code. 7th Street abuts the Project site to the east.

- *South:* Acacia Parkway and Fire Station No. 81 (the western portion of the on-site building) are adjacent to the Project site to the south. Institutional uses (Garden Grove Masonic Lodge and Garden Grove City Hall) are located to the south of Acacia Parkway and west of Civic Center Drive. These lands are designated by the General Plan as CC and zoned CC-3 by the Land Use Code. Other uses south of Acacia Parkway and east of Civic Center Drive include single family residential uses, designated by the General Plan as CC and zoned Civic Center East (CC-1) zone by the Land Use Code.

- *West:* Euclid Street is adjacent to the western portion of the Project site. Acacia Park condominium complex is located further to the west and designated by the General Plan as CC and zoned CC-3 per the Land Use Code. Village Green Park, Garden AMP (a live music venue), and The GEM Theater are situated further west, and are designated CC and zoned CC-OS. Coastline Community College is situated to the southwest of the Project site and is designated CC and zoned CC-3.

10. **Other public agencies whose approval is required:**
    Santa Ana Regional Water Quality Control Board

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
    In compliance with Assembly Bill 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed Project. The letters were distributed by certified mail on June 13, 2023. The tribes had 30 days to respond to the City's request for consultation. The Gabrieleno Band of Mission Indians – Kizh Nation requested consultation on June 27, 2023. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact with Mitigation Incorporated," as indicated by the following checklist.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This Initial Study analyzes the potential environmental impacts associated with the proposed Project. The issue areas evaluated include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Garden Grove in its environmental review process. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to less than significant levels.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

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

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

No Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.[1] Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

The General Plan does not identify any scenic resources within Garden Grove. Further, the Project site is relatively flat and is surrounded in all directions by urbanized uses. As such, there are no scenic vistas in the Project area and Project development would not have a substantial adverse effect on scenic vistas. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the California Department of Transportation, no officially designated, or eligible, State scenic highways are located within the Project vicinity.[2] The nearest designated State scenic highway is a segment of State Route 91 (SR-91), approximately eight miles northeast from the Project site. Thus, the Project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

1 A viewshed is the geographical area which is visible from a particular location.

2 California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 25, 2023.

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

Less Than Significant Impact. The Project site is located in an urbanized area of Garden Grove. Thus, the following discussion analyzes the Project's potential to conflict with applicable zoning and other regulations governing scenic quality.

At this stage in the Project planning process, there is no conceptual site plan to analyze Project consistency with specific CC-3 and CC-OS zone development standards. However, future site and building plan designs for the GGPD public safety facility, parking structure, and park would be approved under a Conditional Use Permit. The Project would not be required to comply with all development standards of the zones; however, the Project would comply with and/or meet the intent of certain requirements and development standards for the CC-3 and CC-OS zones, as detailed in Municipal Code Section 9.18.090.030, *Civic Center Zone Development Standards*. Such development standards include, but are not limited to, permitted uses, minimum lot sizes, maximum floor area ratio, setbacks, building height, and lot coverage. Additionally, Municipal Code Section 9.18.090.060, *Additional Regulations Specific to the CC-3 Zone*, provides additional regulations for CC-3 zones requiring pedestrian pathways, paseos, walkways, or similar pedestrian accesses to be integrated into residential and non-residential developments. Overall, the proposed GGPD public safety facility would not exceed four stories in height (up to 70 feet to top of parapet) and the proposed parking structure would not exceed four above-ground levels. Further, the Project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the site plan review process. This process would verify that the Project's design is compatible with development in the surrounding vicinity and that it is consistent with and/or meets the intent of requirements and standards for the zones that govern scenic quality. As such, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

The proposed Project is located within an urbanized area of the City. Existing light sources are present within the Project boundaries from the existing GGPD public safety facility, Civic Center Park, and associated surface parking lots. Additional sources of existing light and glare in the Project vicinity include those associated with the OCFA fire station, institutional uses to the north (CMC, senior community center, OCPL Garden Grove Main Branch Library), east (Healthy Aging Center Acacia), and south (Garden Grove Masonic Lodge and Garden Grove City Hall); residential uses to the south and west; and vehicular traffic and street lighting along Acacia Parkway, Euclid Street, and neighboring roadways.

The types of land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses where excessive light may disrupt sleep. The closest light sensitive receptors to the

Project site include adjacent residential uses approximately 100 feet to the south and approximately 150 feet to the west.

Construction

Given the existing urban setting, potential sources of glare (e.g., construction equipment and materials) the proposed construction activities would not substantially exacerbate the existing light and glare in the Project area. In addition, the Project would be required to comply with Municipal Code Section 8.47.060, *Special Noise Sources – Construction of Buildings and Projects*, which states that it shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile drive, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness is caused discomfort or annoyance unless such operations are of an emergency nature. As such, the City permits construction activities between the hours of 10:00 p.m. and 7:00 a.m. (nighttime) provided that they do not cause any discomfort or annoyance based on the criteria established in Municipal Code Section 8.47.050(B), *General Noise Regulations*. The Project would comply with the City's construction hour limits and is not anticipated to involve any nighttime construction activities. As such, short-term construction-related nighttime lighting and glare impacts would be less than significant.

Operations

Compared to existing conditions, Project implementation would increase lighting on the Project site, as new structures would be taller than the existing on-site structures. The existing lighting fixtures associated with the GGPD public safety facility surface parking lot would be removed as part of the Project. New light sources would include those associated with building interior areas, as well as exterior security and landscaping lighting features. The relocated park on the eastern portion of the site would also introduce new sources of light for security and landscaping. However, these lighting conditions would be similar in character to existing sources of light in the Civic Center area. No new land uses are proposed that would substantially increase light or glare sources. Further, the City's plan check review process would involve reviewing the Project's proposed lighting plans and building materials to ensure neighboring uses are not exposed to substantial nighttime lighting and daytime glare. The proposed Project would be required to comply with the City's standard condition of approval regarding light and glare. Specifically, all lighting structures are required to be placed so as to confine direct rays to the Project site. Lighting adjacent to residential properties would be restricted to low, decorative type, wall-mounted lights, or ground lighting system, and lighting in the common and parking areas would be directed, positioned, or shielded in such manner so as not to unreasonably illuminate the window area of nearby residences. Parking area lighting would be provided during the hours of darkness the GGPD public safety facility and parking garage are open at a minimum of two-foot candles of light, and one foot candle of light during all other hours of darkness. As such, impacts would be less than significant in this regard.

Vehicle headlights entering and exiting the Project's entrance at driveway locations would also be sources of nighttime lighting in the Project area. However, these vehicle headlights would be similar to the existing condition, as the existing GGPD public safety facility has similar driveway locations. Further, the new parking structure would screen most of vehicle headlights from adjacent light sensitive uses as well. As a result, vehicle headlights are not anticipated to result in a significant increase in nighttime lighting conditions in the Project vicinity.

Proposed building design and materials for the GGPD public safety facility may result in larger window areas or glazing materials that could increase daytime glare compared to the existing public safety facility that is primarily constructed of concrete masonry. At the time of plan check review, building materials would be required to be reviewed to assure that they do not exceed the reflectivity of standard building materials. (e.g., glass, stucco, and wood) used by surrounding buildings. The Project would include a condition of approval under the Conditional Use Permit that would address the avoidance of potential light and glare issues from the proposed GGPD public safety facility's exterior finishes. If the City, or their designee, desire to use more reflective materials in locations isolated from surrounding

roadways and/or residential areas, adequate analysis would be required to be presented to the Building and Safety Division to determine that the location of highly reflective materials would not cause glare for motorists or nearby residences. As such, impacts relating to glare would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

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

No Impact. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] No farmland exists within the site vicinity. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed May 22, 2023.

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

No Impact. The Project site is zoned Civic Center Core (CC-3) and Civic Center Open Space (CC-OS) and is not covered under an existing Williamson Act contract.[2] Thus, Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is zoned CC-3 and CC-OS and is not occupied or used for forest land or timberland. As such, Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned timberland production. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.2(c). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Responses 4.2(a) through 4.2(d). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Conservation, *Agricultural Preserves 2004, Williamson Act Parcels – Orange County*, 2004.

4.3 AIR QUALITY

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

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

Less Than Significant Impact. The Project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). In order to reduce emissions, the SCAQMD adopted the *2022 Air Quality Management Plan* (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating Project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less

than significant during Project construction and operations. Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations.[1]

b) Would the project cause or contribute to new air quality violations?

As discussed in Response 4.3(b), the proposed Project would result in emissions that are below the SCAQMD thresholds. Therefore, the Project would not have the potential to cause or contribute to a violation of the ambient air quality standards.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The proposed Project would result in less than significant impacts with regard to regional and localized concentrations during Project construction and operations; refer to Responses 4.3(b) and 4.3(c). As such, the Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

The Project site has a General Plan land use designation of Civic Center Mixed Use (CC) and Parks and Open Space (OS), and the Civic Center (CC) Zone per the Municipal Code. The Project would expand and relocate the existing public safety facility and Civic Center Park and would not change the existing land use types. In addition, as discussed in Section 4.14, *Population and Housing*, the Project would not directly or indirectly induce substantial unplanned population growth. Therefore, the Project would be consistent with the site's General Plan land use designation and zoning, and associated growth projections.

Additionally, as the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the proposed Project would be consistent with the projections included in the 2022 AQMP. A less than significant impact would occur in this regard.

[1] Due to the role reactive organic gases (ROGs) plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) Would the project implement all feasible air quality mitigation measures?

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed Project meets this 2022 AQMP consistency criterion and no mitigation measures are required.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. Existing Orange County Transportation Authority (OCTA) bus stops are located adjacent to the south of the Project site. Further, the Project would provide bicycle parking spaces and electric vehicle (EV) charging stations on-site, as required by the California Building Standards Code. The City also has an existing rideshare program which will continue to help reduce single-occupancy vehicle trips, including those associated with the proposed Project. These Project design features would encourage and support alternative transportation methods and reduce vehicle miles traveled (VMT). Therefore, the Project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. In addition, as discussed above, the Project would be consistent with the General Plan land use designation. As such, the proposed Project meets this AQMP consistency criterion.

In conclusion, the Project is consistent with the SCAQMD's criteria and thus would not conflict with or obstruct implementation of the 2022 AQMP.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources because of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other

tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some

type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Short-Term Construction Emissions

The Project would include demolition, grading, building construction, paving, and architectural coating applications. The Project would be constructed over approximately four years from second quarter of 2024 through first quarter of 2028. Earthwork was conservatively assumed to require approximately 24,022 cubic yards of soil export from excavation of the proposed parking structure for one underground level, and approximately 5,667 cubic yards of soil import to fill the existing pond. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Modeling Results*, for the CalEEMod outputs and results. Table 4.3-1, *Project-Generated Construction Emissions*, presents the Project's anticipated daily short-term construction emissions.

Table 4.3-1
Project-Generated Construction Emissions

Construction Emissions	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 (2024)[2]	2.68	25.6	22.9	0.05	3.95	2.04
Year 2 (2025)[2]	1.56	12.5	19.9	0.03	2.26	0.85
Year 3 (2026)[2]	1.47	11.8	19.4	0.03	2.21	0.80
Year 4 (2027)[2]	7.84	11.2	19.0	0.03	2.17	0.76
Year 5 (2028)[2]	7.83	0.87	1.99	<0.01	0.30	0.08
Maximum Daily Emissions	***7.84***	***25.6***	***22.9***	***0.03***	***3.95***	***2.04***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1. The higher emissions between summer and winter were presented as a conservative analysis.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to Appendix A for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon Project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The Project would implement required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As demonstrated in Table 4.3-1, the total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with Project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, employee commutes to the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[2] ROG emissions associated with the proposed Project would be less than significant; refer to Table 4.3-1.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to*

[2] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed August 2, 2023.

Contain Naturally Occurring Asbestos Report (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, no impacts would occur in this regard.

Potential hazardous concerns related to a release of asbestos-containing materials (ACMs) associated with existing on-site structures during demolition activities are analyzed in Section 4.9, *Hazards and Hazardous Materials*.

Long-Term Operational Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from Project-related traffic and emissions from stationary area and energy sources. As a conservative analysis, emissions from the existing uses on-site were not modeled or deducted from Project-generated emissions, except for mobile source. Emissions associated with each of these sources are detailed in Table 4.3-2, *Project-Generated Operational Emissions*, and discussed below.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	4.41	0.10	12.3	<0.01	0.02	0.02
Energy	0.04	0.71	0.60	<0.01	0.05	0.05
Mobile	4.48	2.68	31.2	0.08	7.76	2.00
Total Summer Emissions[2]	***8.93***	***3.50***	***44.1***	***0.08***	***7.83***	***2.07***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	2.39	0.00	0.00	0.00	0.00	0.00
Energy	0.04	0.71	0.60	<0.01	0.05	0.05
Mobile	4.45	2.91	29.5	0.08	7.76	2.00
Total Winter Emissions[3]	***6.87***	***3.62***	***30.1***	***0.08***	***7.81***	***2.05***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1, as recommended by the SCAQMD.
2. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Area Source Emissions

Area source emissions would be generated due to consumer products, architectural coating, and landscaping. The Project would use all electric landscape equipment, which was accounted for in the modeling. As shown in Table 4.3-2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated because of electricity and natural gas usage associated with the proposed Project. The primary use of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. The Project would exceed Title 24 standards, install

high efficiency lighting, generate renewable energy on-site, install solar-ready roof, and use energy efficient appliances. However, as a conservative analysis, these Project design features were not accounted for in the modeling. Energy source emissions would not exceed established SCAQMD thresholds; refer to Table 4.3-2. Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *City of Garden Grove Civic Center Project – Traffic Impact Analysis Scoping Agreement*, prepared by Michael Baker International (dated July 27, 2023), the proposed Project would generate a net increase of 1,627 average daily trips. It should be noted that the relocated Civic Center Park was assumed to operate similar to existing conditions regarding trips. As shown in Table 4.3-2, mobile source emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

As shown in Table 4.3-2, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the Project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno,* it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for *Sierra Club vs. County of Fresno*, currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at its highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional

model limitations. Thus, as the Project would not exceed SCAQMD thresholds for construction and operational air emissions, the Project would have a less than significant impact on air quality health impacts.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are the Garden Grove Main Branch Library approximately 30 feet to the north, an adult day care center (Healthy Aging Center Acacia) approximately 30 feet to the east, single-family residential uses approximately 100 feet to the south, and condominium complexes (Acacia Park) approximately 150 feet to the west.

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The Project site is located within Source Receptor Area (SRA) 17, Central Orange County.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[3] SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. The Project would actively disturb approximately one acre per day during the grading phase of construction. Therefore, the LST thresholds for one-acre were utilized for the construction LST analysis. The closest sensitive receptors are the Garden Grove Main Branch Library approximately 30 feet to the north and an adult day care center approximately 30 feet to the east of the Project boundary. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to the SCAQMD LST methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As the nearest sensitive receptor is located approximately 30 feet (9 meters) from the planned construction area, the LST values for 25-meters were used.

Table 4.3-3, *Localized Emissions Significance*, shows the localized unmitigated and mitigated construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 17. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities).

[3] The number of acres represent the total acres traversed by grading equipment. In order to properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

As shown in Table 4.3-3, the Project's localized construction emissions would not exceed the LSTs for SRA 17. Therefore, localized significance impacts from Project-related construction activities would be less than significant.

Table 4.3-3
Localized Emissions Significance

Source	Pollutant (pounds/day)[4]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1 (2024)[1]	24.9	21.7	2.69	1.66
Year 2 (2025)[2]	10.4	13.0	0.43	0.40
Year 3 (2026)[2]	9.85	13.0	0.38	0.35
Year 4 (2027)[2]	9.39	12.9	0.34	0.31
Year 5 (2028)[3]	0.81	1.12	0.02	0.01
Maximum Daily Emissions	**24.9**	**21.7**	**2.69**	**1.66**
Localized Significance Threshold[5]	81	485	4	3
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The demolition phase emissions are presented as the worst-case scenario for NO_X and CO, and the grading phase emissions present the worst-case scenario for PM_{10} and $PM_{2.5}$ in Year 1.
2. The building construction phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 2 through Year 4.
3. The architectural coating phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 5.
4. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.
5. The Localized Significance Threshold was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately one-acre; therefore, the one-acre threshold was used) for Source Receptor Area 17, Central Orange County.

Source: Refer to Appendix A for assumptions used in this analysis.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Although police vehicles would idle in the proposed parking structure, they are mostly light-duty gasoline vehicles, which generate much lower levels of idling emissions than heavy-duty diesel trucks operated at warehouses or transfer facilities, and therefore the idling of police vehicles is not expected to cause significant impact to nearby sensitive receptors. Thus, due to the low level of such emissions, long-term LST analysis is not quantified. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between

1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[4] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the site is in SRA 17. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 17 is the Anaheim-812 W. Vermont Street station, which is located approximately 3.1 miles northeast of the site. The maximum CO concentration at Anaheim-812 W. Vermont Street station was measured at 2.594 ppm in 2022.[5] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the Project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Air Quality Health Impacts

As evaluated above, the Project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotpots would not occur as a result of the proposed Project. Therefore, the Project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (e.g., children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, air quality health impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

[4] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed August 2, 2023.

[5] California Air Resources Board, *Air Quality and Meteorological Information*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed August 2, 2023.

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4.4 BIOLOGICAL RESOURCES

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

This section is primarily based upon the *Results of a Biological Resources Assessment for the proposed Civic Center Revitalization Project – City of Garden Grove, Orange County, California* (Biological Resources Assessment), prepared by Michael Baker International (Michael Baker) (dated September 1, 2023); refer to Appendix B, *Biological Resources Assessment*.

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

No Impact. The Biological Resources Assessment, prepared for the Project, included a literature review and records search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database RareFind 5 (CNDDB), the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CIRP), and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation Project Planning Tool (IPaC). The records search encompassed the United Stated Geologic Survey (USGS) *Anaheim, California* 7.5-minute quadrangle. In addition, Michael Baker reviewed publicly available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project site, including the USFWS Critical Habitat Mapper and Environmental Conservation Online System, U.S. Department of Agriculture *Custom Soil Resource Report for Orange County and Part of Riverside County, California*, Cornell Lab of Ornithology's *Birds of the World Species Accounts*, and historic/current aerial photographs.

A field survey/habitat assessment was also conducted to observe existing biological resource conditions within the Project site. Based on the field survey, the Project site encompasses the existing Civic Center Park and manmade pond, as well as the existing GGPD public safety facility.

No natural vegetation communities were observed within the boundaries of the Project site during the field survey. However, three land cover types were observed within the Project site, including ornamental/landscaped, developed, and open water; refer to Biological Resources Assessment Figure 3, *Vegetation Communities and Other Land Uses*.

Special-Status Plants

A total of 10 special-status plant species have been recorded in the USGS *Anaheim, California* 7.5-minute quadrangle by the CNDDB, CIRP, and IPaC. No special-status plant species were observed within the Project site during the field survey. The Project site consists of an urban park completely surrounded by development. On-site habitat is paved or vegetated with ornamental landscaping, with no mechanisms for rare plants to establish, either on the Project site or in the surrounding area, due to lack of any suitable habitat.

Special-Status Wildlife

A total of 12 special-status wildlife species have been recorded in the USGS *Anaheim, California* 7.5-minute quadrangles by the CNDDB and IPaC. No special-status wildlife species were observed during the field survey.

Based on the results of the field survey and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, no special-status wildlife species are expected to occur within or near the Project site. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the Biological Resources Assessment, no riparian habitat or other sensitive natural communities are present within the Project site. Further, no riparian habitat or sensitive natural communities are know to occur within the City. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site does not contain any State or federally protected wetlands or any areas potentially falling under the jurisdiction of regulatory agencies. The on-site pond is manmade, lined, and maintained, and is adjoined by manicured lawns and parking lots. As such, the on-site pond does not qualify as a jurisdictional feature. Project implementation would not impact State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes, while linkages generally refer to broader areas that provide movement opportunities for multiple keystone/focal species or allow for propagation of ecological processes (e.g., for movement of pollinators), often between areas of conserved land.

The Project site is not located within a known migratory wildlife corridor or native wildlife nursery site. However, the Project site's existing ornamental trees provide abundant nesting habitat for many year-round and seasonal avian residents, as well as a manmade pond that attracts waterfowl. At the time of the field survey, mallards (*Anas platyrhynchos*) were observed swimming with ducklings, bushtits (*Psaltriparus minimus*) were observed nest-building, and non-native red-eared sliders (*Trachemys scripta*) and Texas spiny softshells (*Apalone spinifera*) were observed in and around the manmade pond. It should be noted that fish would not be present in the pond unless intentionally stocked by park visitors. The City does not stock the pond. As a result, no fish are expected to be present.

The Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC) govern the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, or nests. To maintain compliance with the MBTA and CFGC, clearance surveys are typically required prior to any ground disturbance or vegetation removal activities to avoid direct or indirect impacts to active bird nests and/or nesting birds. Specifically, the Project would be required to comply with the City's standard condition of approval requiring compliance with the MBTA, and CFGC Sections 3503, 3503.5, and 3513. As such, any implementation procedures would be required to protect active nests of all bird species, prior to the removal of any on-site landscaping, including the trimming/removal of existing trees. Consequently, if an active bird nest is destroyed or if Project activities result in indirect impacts (e.g., nest abandonment, loss of reproductive effort) to nesting birds, it is considered "take" and is potentially punishable by fines and/or imprisonment. The Project site provides abundant nesting habitat for many year-round and seasonal avian residents, as well as a manmade pond that attracts waterfowl. At the time of the field survey, mallards were observed swimming with ducklings, and bushtits (*Psaltriparus minimus*) were observed nest-building. Compliance with nesting bird regulations would be a condition of approval from the City of Garden Grove. As such, mandatory compliance with the MBTA and CFGC would reduce the Project's potential construction-related impacts to nesting birds to less than significant levels.

The existing manmade pond and surrounding landscaping likely provide limited habitat for migrating and/or wintering waterfowl; however, the small size of the pond and Civic Center Park, lack of natural habitat and natural food sources, and continual presence of humans limit the quality and extent of its use by native wildlife. According to the Biological Resources Assessment, although other waterfowl may come and go in small numbers, the most commonly occurring waterfowl at Civic Center Park over the last decade include Canada geese (*Branta canadensis*; typically under 50 birds at a time), mallards (typically under 75 birds), and American wigeons (*Mareca americana*; typically under 150 birds), along with domestic mallards (usually under 12).[1] These three naturally-occurring species are all highly adaptable, capable of utilizing a variety of human-influenced habitats (as long as a water source is available), and are expected to move to other nearby locations with water within a five mile radius of the Project site such as Haster Basin, the West Street Basin, Mile Square Regional Park, Centennial Park, and the Santa Ana River. This is due to the fact that waterfowl at small parks with small ponds typically do not spend the night in these locations; they generally commute back and forth between a larger overnight roosting area and the smaller ponds that they spend their days in. Because of this, most native waterfowl would be commuting over other suitable habitat twice per day and are generally already aware of water bodies in the surrounding area. Nevertheless, removal of the manmade pond would result in displacement of dependent wildlife (i.e., domestic waterfowl, turtles, fish [if present], and any injured native wildlife). As

[1] Domestic mallards are a breed of mallard characterized as birds that have been specifically bred by humans and that are often abandoned in city parks; these birds are typically flightless.

part of the proposed Project, the City would prepare a wildlife management plan (for those species unable to leave on their own) that details the protocols and procedures for post-removal management. As part of the plan, qualified biologist(s) would capture and remove all on-site dependent wildlife that are incapable of leaving on their own (i.e., turtles, fish [if present], and any injured native wildlife). Consideration of trapping, homing, and relocating such species would be made. Nonetheless, these species, other than bird species, are not considered special status species, and do not migrate. With compliance with the existing laws and regulations governing bird species migration patterns (including nesting birds) (MBTA, and CFGC Sections 3503, 3503.5, and 3513), the Project would not result in significant impacts pertaining to interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would the Project impede the use of native wildlife nursery sites. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Ornamental landscaping is present throughout the Project site. Specifically, the existing GGPD public safety facility landscaping includes street trees, shrubs, and planter boxes located along the street frontage of Acacia Parkway and surface parking lot landscaping. Civic Center Park is currently landscaped with ornamental trees, shrubs and turf. Construction of the new GGPD public safety facility and parking structure would require tree removal prior to grading and construction. Any tree removal would be required to comply with Municipal Code Chapter 11.32, *Trees*, which contains regulations for the planting, maintenance, and removal of trees located on throughfares, parks and public areas owned or controlled by the City. Specifically, Municipal Code Section 11.32.040, *Protection for Trees on Public Property*, requires a written permit from the City prior to the removal of any tree or shrub located on public property or for the planting of any tree or shrub on any public street right-of-way or public property. Further, Municipal Code Section 11.32.040 prohibits excavation or construction work to occur within the drip line of any tree located on public property without first obtaining a written permit from the City.

Pursuant to Municipal Code Section 11.32.070, *Construction and Utility Projects*, the City Manager would be required to review and approve all plans and City permits for the construction, installation, altering, moving, or razing of all building, utilities, sidewalks, sewers, or other operations where trees or shrubs are involved. These plans and permits would be required to incorporate a Tree Protection Plan that includes: 1) location, species, size, height, canopy, condition of trees, and irrigation infrastructure within the work area; 2) identification/location of root protection zone for each tree greater than 10 feet diameter and four and one-half feet above the average ground level; 3) identification of trees to be preserved; and 4) identification, description and location of tree protection measures (e.g., fencing, trunk protection, mulch blanket, root barrier, etc.). Lastly, as required by Municipal Code Section 11.32.080, *Protecting Trees or Shrubs Prior to Construction or Repair*, all tree protection measures on an approved Tree Protection Plan and/or permit would be required to be in place and installed to the satisfaction of the City Manager, prior to the commencement of construction activities, including, but not limited to, erecting, altering, repairing, demolishing, trenching, digging, or grading. Thus, with adherence to Municipal Code Chapter 11.32, the Project would not conflict with the City's tree preservation ordinance and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the California Department of Fish and Wildlife, the Project site is within the boundaries of the Orange County Transportation Authority (OCTA) Natural Community Conservation Plan/Habitat Conservation Plan

(NCCP/HCP).[2] However, the OCTA NCCP/HCP only applies to freeway improvement projects and does not apply to the proposed Project. As such, Project would not conflict with the provisions of an adopted NCCP/HCP or other habitat conservation plan. No impacts would result in this regard.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, April 2019.

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4.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

This section is primarily based upon the *Phase 1 Cultural Resources Assessment for the Garden Grove Civic Center Revitalization Project, City of Garden Grove, Orange County, California* (Cultural Resources Assessment) prepared by Michael Baker International (Michael Baker) (dated October 2023); refer to Appendix C, *Cultural Resources Assessment*.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

No Impact. As part of the Cultural Resources Assessment, a South Coastal Central Information Center (SCCIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File search, historical society consultation, archaeological and built environment field survey, buried site sensitivity analysis, and California Register of Historical Resources (CRHR) evaluation were conducted to determine whether the Project could result in a significant adverse change to cultural resources in accordance with CEQA. The field (pedestrian survey) was conducted on June 19, 2023. Notes and photographs were taken during the survey, noting observations of exposed building elevations, architectural design, materials, landscape features, and alterations. The records search of the California Historical Resources Inventory System (CHRIS) was conducted at the SCCIC to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the Project site. The CHRIS search results were provided on May 9, 2023, and included a review of the National Register for Historical Places, Archaeological Resources Directory for Orange County, Built Environment Resource Directory for Orange County, and the California Inventory of Historical Resources. The Cultural Resources Assessment also included a review of available historic United States Geologic Survey 7.5- minute topographic quadrangle maps and consultation request with the Garden Grove Historical Society.

Record Search Results

Based on the records search results, 15 cultural resources were identified within 0.5-mile radius of the Project site, none of which are within the Project site. Additionally, the records search results identified ten previous cultural resources studies within 0.5-mile radius of the Project site, none of which encompass the Project site. Additionally, the field survey did not identify any cultural resources on-site (other than existing on-site structures, which are evaluated below).

Historical Evaluation For On-Site Buildings

In accordance with Section 15064.5 of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, the existing GGPD Public Safety Facility (Public Safety Building; encompassing the GGPD and Orange County Fire Authority [OCFA] Station No. 81) and Civic Center Park were evaluated for CRHR

eligibility as a historic district (i.e., Civic Center) and individual resources (i.e., GGPD Public Safety Facility and Civic Center Park), respectively. To be eligible for listing in the CRHR, a property must be at least 50 years of age and possess significance at the local, State, or national level, under one or more of the following criteria:

- **Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- **Criterion 2.** It is associated with the lives of persons important in our past;
- **Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value;
- **Criterion 4.** It has yielded, or may yield, information important in history or prehistory.

An evaluation for listing in the CRHR regarding the three resources identified above is provided below.

Garden Grove Civic Center

The Civic Center includes the existing GGPD public safety facility, property and evidence annex building, Juvenile Justice Center, and tactical operations building; Garden Grove Main Branch Library; Garden Grove Community Meeting Center; Civic Center Park; Credit Union of Southern California; and OCFA Station No. 81. It should be noted that surface parking and other modern (less than 45 years of age) landscaping and public art elements are located within the boundaries of the Civic Center; however, they do not contribute to the eligibility of the Civic Center as a potential historical district and are not subject to evaluation for the CRHR at this time. The following includes an evaluation of the Civic Center for its eligibility with the CRHR based on Criterion 1 through Criterion 4 listed above.

- *Criterion 1* – Although the Civic Center is associated with the growth and development of the City and the regional trend of comprehensive civic center planning and development, it is not significantly associated with a period in history and is not known to have made a significant contribution to local, regional, State, or national culture and history. Therefore, the Civic Center is not eligible for listing in the CRHR under Criterion 1.
- *Criterion 2* – The Civic Center is a collection of government buildings and a park that have been open to the public since their respective construction, attracting countless visitors. Further, the Civic Center has been occupied or utilized by numerous City elected officials and municipal personnel and OCFA fire staff over the years. While civic buildings and complexes often have tenuous associations with various people, and although these individuals may have contributed to aspects of local and regional history, there is insufficient evidence to establish a substantive connection between the specific contributions of those persons and these buildings, or that these buildings would be the best physical representation of those contributions. As such, the Civic Center is not associated with the lives of persons who significantly contributed to the local, regional, State, or national history, and is not eligible for listing in the CRHR under Criterion 2.
- *Criterion 3* – The Civic Center is a group of government facilities and commercial buildings constructed between 1969 and approximately 1994. Neither the design nor the materials used in the construction of these buildings possess high artistic value, nor do any of them constitute a rare or innovative building type. These buildings are not individually exceptional for design or method of construction. Further, the Civic Center is not significantly associated with a known master architect, builder, or craftsperson. As such, the Civic Center is not eligible for listing in the CRHR under Criterion 3.
- *Criterion 4* – The Civic Center is not likely to yield valuable information nor possess significant data which would contribute to the understanding of human history. As such, the Civic Center is not eligible for listing in the CRHR under Criterion 4.

Lacking historic significance, the Civic Center does not meet the criteria for listing in the CRHR. As such, the Civic Center is not a historical resource as defined by CEQA Guidelines Section 15064.5(a).

GGPD Public Safety Facility Building

The GGPD Public Safety Facility Building, constructed in 1972, is a mixed-story institutional facility that houses the GGPD and OCFA Station No. 81 and reflects the monumental New Formalism architectural style. The following includes an evaluation of the GGPD Public Safety Facility Building for its eligibility with the CRHR based on Criterion 1 through Criterion 4 listed above.

- *Criterion 1* – Although the building is associated with the growth and development of the City, and with the development of a centralized civic center site after the City became incorporated in 1956, it is not significantly associated with a period in history and is not known to have made a significant contribution to local, regional, State, or national culture and history. Therefore, the building is not eligible for listing in the CRHR under Criterion 1.

- *Criterion 2* – The building has been open to the public since its construction. Further, this building has been occupied or utilized by numerous City and Orange County police and fire officials and staff over the years. While civic buildings often have tenuous associations with various people, and although these individuals may have contributed to aspects of local and regional history, there is insufficient evidence to establish a substantive connection between the specific contributions of those persons and this building, or that this building would be the best physical representation of those contributions. As such, the building is not associated with the lives of persons who significantly contributed to the local, regional, State, or national history, and is not eligible for listing in the CRHR under Criterion 2.

- *Criterion 3* – The building was constructed in 1972 and is a mixed-story institutional facility that reflects the monumental New Formalism architectural style. Neither the design nor the materials used in the construction of the building possesses high artistic value, nor does the building constitute a rare or innovative building type. The building is not individually exceptional for design or method of construction. Further, the building is not significantly associated with a known master architect, builder, or craftsperson. As such, the building is not eligible for listing in the CRHR under Criterion 3.

- *Criterion 4* – The building is not likely to yield valuable information nor possess significant data which would contribute to the understanding of human history. As such, the building is not eligible for listing in the CRHR under Criterion 4.

Lacking historic significance, the building is does not meet the criteria for listing in the CRHR. As such, the building is not a historical resource as defined by CEQA Guidelines Section 15064.5(a).

Garden Grove Civic Center Park

Civic Center Park, developed starting in 1977, comprises multiple use areas surrounding the Garden Grove Main Branch Library, the Garden Grove Community Meeting Center, and on the north and west sides of the Garden Grove Civic Center complex. The following includes an evaluation of Civic Center Park for its eligibility with the CRHR based on Criterion 1 through Criterion 4 listed above.

- *Criterion 1* – Although Civic Center Park is associated with the growth and development of the City, with the development of a centralized civic center site and trend of surrounding civic buildings with open and green spaces for community engagement, betterment, and enjoyment, it is not significantly associated with a period

in history and is not known to have made a significant contribution to local, regional, State, or national culture and history. Therefore, Civic Center Park is not eligible for listing in the CRHR under Criterion 1.

- *Criterion 2* – Civic Center Park has been open to the public since its construction. Further, Civic Center Park has been utilized by and associated with numerous Garden Grove citizens and officials. While civic features, such as Civic Center Park, often have tenuous associations with various people, and although these individuals may have contributed to aspects of local and regional history, there is insufficient evidence to establish a substantive connection between the specific contributions of those persons and this park, or that this park would be the best physical representation of those contributions. As such, Civic Center Park is not associated with the lives of persons who significantly contributed to the local, regional, State, or national history, and is not eligible for listing in the CRHR under Criterion 2.

- *Criterion 3* – Civic Center Park is an example of a commonplace hybrid civic plaza/park that was not planned but developed over time to meet needs and desires of community members. Neither the design nor the materials used in the construction of this park possess high artistic value, nor do any of them constitute a rare or innovative design type. This park is not individually exceptional for design or method of construction. Further, Civic Center Park is not significantly associated with a known master architect, builder, or craftsperson. As such, Civic Center Park is not eligible for listing in the CRHR under Criterion 3.

- *Criterion 4* – Civic Center Park is not likely to yield valuable information nor possess significant data which would contribute to the understanding of human history. As such, the Civic Center Park is not eligible for listing in the CRHR under Criterion 4.

Lacking historic significance, Civic Center Park does not meet the criteria for listing in the CRHR. As such, Civic Center Park is not a historical resource as defined by CEQA Guidelines Section 15064.5(a). It is acknowledged that existing public art is present at the existing park on-site. However, these features are not considered historical, as they were installed less than 45 years prior. As such, these features do not meet the criteria for historical listing. Nonetheless, the Project would be conditioned to consider existing public art on-site and whether or not these features would be reused on-site or relocated off-site prior to demolition activities. Overall, Project implementation would not cause a substantial adverse change in the significance of a historical resource. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. As detailed in the Cultural Resources Assessment, no archaeological remains or prehistoric cultural resources were identified within the Project site during the records search or pedestrian survey, and the Project site is not considered sensitive for buried archaeological resources, as the Project site and surrounding area have been developed multiple times over the past several decades. Nonetheless, Project-related construction could uncover undiscovered archaeological resources during earth-moving activities. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. Anticipated earth-moving activities include excavation for the new parking structure and GGPD public safety facility, as well as installation of underground utilities. Anticipated maximum depth of excavation is approximately 12 feet, which would be for the parking garage foundation. Thus, Project construction activities have the potential to adversely impact undiscovered archaeological resources. In the unlikely event that archaeological resources are encountered during Project construction, Mitigation Measure CUL-1 would require all Project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. With implementation of Mitigation Measure

CUL-1, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Construction plans and specifications shall state that in the event that potential archaeological resources are discovered during ground-disturbing activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code or a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

If the resource appears to be significant, then the qualified archaeologist, in consultation with the representative of a Tribe traditionally and culturally affiliated with the Project area and/or the Most Likely Descendant (MLD) as determined by the City based on the recommendations from the qualified archeologist, shall prepare and execute a treatment plan for the resource. The treatment plan may include preservation in place when feasible or controlled excavation and salvage of the resource. All recovered and salvaged resources shall be documented in a report to be filed at the South Central Coastal Information Center and either permanently preserved in an established accredited professional repository, reburied, or repatriated to the Tribe or MLD, as determined by the City and based on the recommendations from the qualified archaeologist, and as specified in the treatment plan. Ground-disturbing activities will not resume within 50 feet of the find until the treatment plan has been completed to the satisfaction of the City's Director of the Community Development Department.

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

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

Less Than Significant Impact. Due to the level of disturbance on the Project site and in the site vicinity, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, in the event that human remains are encountered on the Project site, work within 50 feet of the discovery must cease and the County Coroner would be required to be notified immediately, consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance is allowed to occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Prior to the issuance of grading permits, the City would be conditioned to verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?			✓	
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✓	

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[1]

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the

[1] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed April 3, 2023.

practical strategies and actions to attain significant statewide energy savings, because of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2022 Integrated Energy Policy Report Update (2022 IEPR Update) on February 28, 2023. The 2022 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Overall, the recent IEPR identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that contribute to climate change, improve air quality, and contribute to a more equitable future.

Executive Order N-79-20

Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

Local

City of Garden Grove General Plan

The City of Garden Grove General Plan (General Plan) was adopted in May 2008. The City of Garden Grove also recently adopted a Focused General Plan Update and Zoning Amendments on August 18, 2021. The updated General Plan 2030 includes revisions to the Housing Element, Land Use Element, Safety Element, and adoption of a new Environmental Justice Element. This update establishes goals, objectives, and policies to guide future development and comply with current State mandates.

The General Plan Air Quality Element and Conservation Element provides policies and programs for reducing energy consumption and increasing utilization of new energy sources within the City. The General Plan Air Quality and Circulation Element includes the following goals and policies that are applicable to the proposed Project.

Air Quality Element

Goal AQ-3: A diverse and energy efficient transportation system incorporating all feasible modes of transportation for the reduction of pollutants.

> Policy AQ-IMP-3E: Allow or encourage programs for priority parking or free parking in City parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs).
>
> Policy AQ-IMP-3F: Support the development of alternative fuel infrastructure that is publicly accessible.

Goal AQ-4: Efficient development that promotes alternative modes of transportation, while ensuring that economic development goals are not sacrificed.

Policy AQ-4.1: Review site developments to ensure pedestrian safety and promote non-automotive users.

Policy AQ-4.2: Encourage neighborhood parks and community centers near concentrations of residential areas and include pedestrian walkways and bicycle paths to encourage non-motorized travel.

Policy AQ-4.3: Encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.

Goal AQ-6: Increased energy efficiency and conservation

Policy AQ-IMP-6C: Continue to promote overall energy efficiency at local public facilities and continue preventative maintenance programs.

Policy AQ-IMP-6D: Require new development to comply with the energy use guidelines in Title 24 of the California Administrative Code.

Conservation Element

Goal CON-5: Reduce dependency on non-renewable energy resources through the use of local and imported alternative energy sources.

Policy CON-IMP-5F: Ensure all new and remodeled City facilities incorporate Renewable Energy Building Standards into the facilities.

Threshold of Significance

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Response 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the Project's energy usage is presented and addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4,** and **5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses **Criteria 2, 4,** and **6**, and the building energy demand analysis discusses **Criteria 2, 3, 4,** and **5**.

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

Less Than Significant Impact.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed Project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with Project construction and operations. The analysis of operational electricity and natural gas usage is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling results for the Project. The Project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Orange County, and consumption factors provided by the Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the Project site. The results of the CalEEMod modeling are included in Appendix A. The amount of operational fuel consumption was estimated using the CARB's EMFAC2021 website platform which provides projections for typical daily fuel usage in the County, and the Project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the Project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The Project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. It should be noted that as a conservative analysis, energy consumption from the existing uses on-site were not calculated or deducted from the Project's energy consumption. As shown in Table 4.6-1, the Project's energy usage would result in a 0.0027 percent increase over Orange County's typical annual electricity consumption and a 0.0046 percent increase in Orange County's typical annual natural gas consumption. The Project's construction off-road, construction on-road (vehicle), and operational vehicle fuel consumption would increase the County's consumption by 0.5653 percent, 0.0184 percent, and 0.0181 percent, respectively (**CEQA Appendix F - Criterion 1**). Overall, the Project would result in a nominal energy consumption increase over the County's existing consumption. Therefore, the Project would not result in a significant increase in construction and operational energy consumption and impacts would be less than significant in this regard.

Construction

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Orange County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3]	2,365 MWh	18,931,839 MWh	0.0125%
Natural Gas Consumption[3]	26,462 therms	580,187,556 therms	0.0046%
Fuel Consumption			
Construction Off-Road Fuel Consumption	80,176 gallons	14,182,623 gallons	0.5653%
Construction On-Road Fuel Consumption	235,402 gallons	1,277,762,122 gallons	0.0184%
Operational Automotive Fuel Consumption	214,688 gallons	1,184,141,101 gallons	0.0181%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The Project's electricity and natural gas consumption are compared to the total consumption in Orange County in 2021, the latest year consumption data is available. The Project's construction and automotive fuel consumption is compared with the projected Countywide fuel consumption in 2024 (construction start year) and 2028 (first year of operation). Orange County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed August 9, 2023. Orange County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed August 9, 2023.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.

Refer to Appendix A for assumptions used in this analysis.

The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the Project's fuel consumption from off-road construction equipment use would be approximately 80,176 gallons, which would increase fuel use in the County by 0.5653 percent. Also indicated in Table 4.6-1, the Project's fuel consumption from on-road construction vehicle use would be approximately 235,402 gallons, which would increase fuel use in the County by 0.0184 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F – Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F – Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development Projects of this nature. As such, a less than significant impact would occur in this regard.

Operations

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. Based on the *City of Garden Grove Civic Center Project – Traffic Impact Analysis Scoping Agreement*, prepared by Michael Baker International (dated July 27, 2023), the proposed Project development would generate a net increase of 1,627 average daily trips; refer to Appendix G, Traffic Assessment. It should be noted that the relocated Civic Center Park was assumed to operate similar to existing conditions regarding trips. As indicated in Table 4.6-1, Project operational daily trips are estimated to consume approximately 214,688 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0181 percent, which is a nominal increase. The

Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F – Criterion 2**).

The Project would include a parking structure to replace the existing parking lots on the Project site. The proposed parking structure would be required to comply with any Municipal Code standards pertaining to EV capable spaces and parking stalls with EV chargers. Additionally, the Orange County Transportation Authority (OCTA) bus stop is located approximately 10 feet east of the Project site and the Project would install appropriate pedestrian connections through the Civic Center area to the relocated park. As such, this Project would encourage and support the use of EVs and alternative modes of transportation, thus reducing petroleum fuel consumption (**CEQA Appendix F – Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2023 to 2035 forecasts for energy consumption and peak demand in support of the 2022 IEPR Update for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption and natural gas grows at a rate of about 1.8 percent and 0.2 percent, respectively, annually through 2035.[2] As shown in Table 4.6-1, operational energy consumption of the Project would represent less than a 0.0125 percent increase in electricity consumption and a 0.0046 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the Project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The Project would also consume energy during the same time periods as other surrounding developments. As a result, the Project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The Project would be required to comply with the most current version of the 2022 Title 24 Building Energy Efficiency Standards (commonly known as Title 24), which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The Project would also comply with the California Green Building Standards Code pertaining to the installation of EV charging stations. The proposed GGPD public safety facility would exceed the 2022 Title 24 standards for energy efficiency. Compliance with the current 2022 Title 24 standards significantly reduces energy usage (**CEQA Appendix F - Criterion 4**).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. In compliance with Title 24 and CalGreen standards, the Project would install high efficiency lighting within the park and new GGPD public safety facility, install energy efficient appliances, and generate on-site renewable energy through photovoltaic panels. As a result, the Project would ensure energy consumption to be kept to a minimum through high efficiency lighting, energy efficient appliances, and on-site renewable energy generation (**CEQA Appendix F - Criterion 5**).

2 California Energy Commission, *Final 2022 Integrated Energy Policy Report Update, page 58 and page 62*, May 10, 2023.

Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project would comply with the State and regional plans for renewable energy and energy efficiency. State and regional plans for renewable energy and energy efficiency include the CEC's IEPR, Title 24 standards, and CALGreen standards. The Project would exceed 2022 Title 24 and CALGreen standards for energy efficiency and incorporates all applicable energy efficiency measures (on-site renewable energy production, high efficiency lighting, energy efficient appliances, etc.). Compliance with Title 24 and CALGreen standards would ensure the Project's consistency with the IEPR building energy efficiency recommendations, which would ensure Project conformance with the State's energy reduction goals. The Project would also comply with applicable energy goals and measures identified in the City's General Plan, as listed in Table 4.8-4, *Project Greenhouse Gas General Plan Consistency Analysis*; refer to Section 4.8, Greenhouse Gas. The General Plan contains energy efficiency goals and policies that would help implement energy efficient measures and subsequently reduce GHG emissions within the City. Therefore, the proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures: No mitigation measures are required.

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4.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is primarily based upon the *Report of Geotechnical Investigation* (Geotechnical Investigation), prepared by Associated Soils Engineering, Inc., dated April 14, 2023; refer to Appendix D *Geotechnical Investigation*.

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

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Project site, like the rest of Southern California, is located within a seismically active area situated between the North American and Pacific tectonic plates. According to the *City of Garden Grove Local Hazard Mitigation Plan*, nearby known active and potentially active faults include the Newport-Inglewood Fault Zone (south Los Angeles Basin section) approximately five miles to the southwest; Norwalk Fault approximately six miles north; and Elsinore Fault Zone-Whitter Section approximately 12 miles to the northeast of the site.[1] The closest fault, the San Joaquin Hills Fault, approximately 5.8 miles away would have the potential to generate the most severe ground shaking. However, according to the Geotechnical Investigation, there are no known active or potentially active faults trending toward or

[1] City of Garden Grove, *Local Hazard Mitigation Plan*, February 2020, http://ggcity.org/localhazardmitigationplan, accessed May 30, 2023

through the Project site, and the site is not within a currently designated Alquist-Priolo Earthquake Fault Zone. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Considering the proximity of the aforementioned active and potentially active faults to the Project site (e.g., San Joaquin Hills Fault, Newport-Inglewood Fault Zone, Norwalk Fault, and Elsinore Fault Zone-Whitter Section), severe ground shaking can be expected at the site during the design lifetime of the proposed Project. As such, the proposed GGPD public safety facility and parking structure would be subject to severe ground shaking. The Project would be required to comply with existing seismic design requirements in the California Building Code (CBC) which would reduce the impacts of seismic shaking through design implementation. Thus, the Project's building permits would be required to demonstrate compliance with the CBC and Municipal Code Title 18, *Building Codes and Regulations*. Additionally, the Geotechnical Investigation recommends incorporating grading and remediation measures during the Project's construction to further reduce the impact of strong seismic ground shaking; refer to Section 6.0, *Geotechnical Considerations and Recommendations*, of Appendix D. As such, the Project would comply with the City's standard condition approval that requires a geotechnical study be prepared that analyzes various geotechnical hazards associated with a proposed development. The Project would also be required to implement all recommendations and findings in the Geotechnical Investigation as a standard condition of approval by the City. Upon implementation of the site-specific seismic design recommendations identified in the Geotechnical Investigation, required through the building permit process in accordance with the CBC and Municipal Code requirements, impacts related to seismic ground shaking would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Investigation, the Project site is located within an area identified as having a potential for soil liquefaction. Additionally, the Geotechnical Investigation determined that on-site soils could potentially involve a liquefiable soil layer, approximately three feet thick, at depths about 47 to 50 feet below grade. Due to this relatively small zone of liquefiable soils and its depth below the existing grade, surface manifestation (such as sand boiling, ground fissure, etc.) causing loss of bearing capacity of the foundation subgrade soils is not anticipated in the event of a major earthquake. Additionally, the Project would be required to comply with existing seismic design requirements in the CBC and implement design recommendations from the Geotehcnical Investigation. As such, impacts associated with seismic-related ground failure, including liquefaction, would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. According to the *City of Garden Grove Local Hazard Mitigation Plan*, the City does not consider landslides as a local hazard due to the City's relatively flat topography. According to the California Department of Conservation,

the City is not mapped within any landslide hazard area.[2] Additionally, no upsloping hillside grade exists within close proximity of the site. Thus, the potential for seismically-induced landslides, or debris flows, would not occur. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the Project (e.g., earthwork and grading). Construction activities associated with the Project would expose soils to short-term erosion by wind and water. However, as stated in Response 4.10I(1), the Project would be required to prepare and implement a Water Quality Management Plan and associated best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) as well as applicable requirements set forth in Municipal Code Section 6.40, *Stormwater Quality*; refer to Section 4.10, *Hydrology and Water Quality*. For example, Project construction would be required to retain eroded sediments and other pollutants on-site; protect stockpiles and other construction-related materials from being transported from the site by wind and/or water; stabilize construction roadways to inhibit sediments from being deposited into the public right-of-way; and stabilize any slopes with disturbed soils to inhibit erosion by wind and/or water, among others.

At Project completion, operations of the proposed GGPD public safety facility, parking structure, and relocated park would not result in substantial soil erosion or topsoil loss. Pervious surfaces on-site would be planted with ornamental landscaping throughout the Project site.

Overall, compliance with the NPDES requirements and Municipal Code would ensure that Project construction and operation results in less than significant impacts regarding soil erosion and the loss of topsoil.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils.

Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface, such as a drainage or stream channel. According to the Geotechnical Investigation, there is no presence of "free surfaces" (unlined slopes, excavations, channels, etc.) on or near the Project site. Additionally, the Project site is relatively far away from a free face; the nearest free face of the Santa Ana River Channel is approximately 2.65 miles to the east of the site. As such, the Geotechnical Investigation concludes that the probability of lateral spreading occurring on-site is unlikely and thus, impacts would be less than significant in this regard.

Subsidence can occur in various ways during an earthquake. Large areas of land can subside drastically during an earthquake because of offset along fault lines; land subsidence can also occur as a result of settling and compacting of unconsolidated sediment (i.e., settlement) from seismic shaking. Based on the Geotechnical Investigation, seismicity level at the Project site is relatively low and subsurface soils are found to be medium dense, stiff. These soils are not likely to experience damaging settlement during a major seismic event. Further, the Project would be required to comply with applicable seismic design requirement detailed in the CBC. The Geotechnical Investigation also concluded that

[2] California Department of Conservation, *Landslide Inventory Interactive Map*, https://maps.conservation.ca.gov/cgs/lsi/, accessed May 30, 2023

the integrity of the proposed GGPD public safety facility would not be adversely impacted by subsidence, including settlement, upon conformance with the seismic design recommendations. Specifically, the Geotechnical Investigation recommends utilizing remedial grading and/or remediation measures during the construction of the GGPD public safety facility and parking structure; refer to Section 6.0, *Geotechnical Considerations and Recommendations*, of Appendix D. Upon implementation of the Geotechnical Investigation recommendations, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. Based on the Geotechnical Investigation, laboratory test results of the soil borings on-site indicated very low expansion potential, with a tested Expansion Index Value of 0. Thus, on-site soils are considered non-expansive, and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the Project. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The Project site is currently developed with the GGPD public safety facility and associated parking lot and Civic Center Park. The Project would involve a maximum depth of excavation of 12 feet below ground surface (bgs) in order to over-excavate the on-site pond feature and to install the proposed parking garage. In the unlikely event that paleontological resources are encountered during Project construction, Mitigation Measure GEO-1 would require all Project construction activities to halt until a qualified paleontologist evaluates the paleontological significance of the find and recommends a course of action. Thus, following implementation of Mitigation Measure GEO-1, impacts would be less than significant.

Mitigation Measures:

GEO-1 If evidence of subsurface paleontological resources is found during construction activities, excavations within 50 feet of the find shall cease and the construction contractor shall contact the City of Garden Grove Planning and Building Agency Director. With direction from the Planning and Building Agency Director, a qualified paleontologist certified by the County of Orange shall be retained to evaluate the find prior to resuming construction activities in the immediate vicinity of the find. If the City of Garden Grove determines the resource is significant and cannot be immediately recovered or a then the qualified paleontologist shall prepare and execute a Paleontological Resources Mitigation Program (PRMP) for the salvage and curation of the identified resource(s). The PRMP shall specify the fieldwork and laboratory methods to be undertaken, curation requirements, proposed staff qualifications, and whether the entire resource is to be collected or a specified statistically significant sample.

4.8 GREENHOUSE GAS EMISSIONS

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

REGULATORY FRAMEWORK

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32. Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[1] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

[1] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Local

2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy

On September 3, 2020, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are to:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include

center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

City of Garden Grove General Plan

The City of Garden Grove General Plan (General Plan) was adopted in May 2008. This General Plan has been prepared pursuant to California Government Code Sections 65300 et. seq., which require that each city and county within the state "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The General Plan includes the following elements: Land Use Element, Community Design Element, Economic Development Element, Circulation Element, Infrastructure Element, Noise Element, Air Quality Element, Park, Recreation, and Open Space Element, Conservation Element, Safety Element, Environmental Justice Element, and 2021-2029 Housing Element.

The following goals and policies related to GHG emissions are applicable to the proposed Project:

Air Quality Element

Goal AQ-3: A diverse and energy efficient transportation system incorporating all feasible modes of transportation for the reduction of pollutants.

> Policy AQ-IMP-3E: Allow or encourage programs for priority parking or free parking in City parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs).

Policy AQ-IMP-3F: Support the development of alternative fuel infrastructure that is publicly accessible.

Goal AQ-4: Efficient development that promotes alternative modes of transportation, while ensuring that economic development goals are not sacrificed.

> Policy AQ-4.1: Review site developments to ensure pedestrian safety and promote non-automotive users.
>
> Policy AQ-4.2: Encourage neighborhood parks and community centers near concentrations of residential areas and include pedestrian walkways and bicycle paths to encourage non-motorized travel.
>
> Policy AQ-4.3: Encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.

Goal AQ-6: Increased energy efficiency and conservation

> Policy AQ-IMP-6B: Continue to promote overall energy efficiency at local public facilities and continue preventative maintenance programs.
>
> Policy AQ-IMP-6D: Require new development to comply with the energy use guidelines in Title 24 of the California Administrative Code.

Conservation Element

Goal CON-5: Reduce dependency on non-renewable energy resources through the use of local and imported alternative energy sources.

> Policy CON-IMP-5F: Ensure all new and remodeled City facilities incorporate Renewable Energy Building Standards into the facilities.

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

Less Than Significant Impact.

Thresholds of Significance

The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency. (CEQA Guidelines § 15064.4(a).) A lead agency has the discretion to determine whether to quantify greenhouse gas emissions and/or rely on a qualitative analysis or performance based standards. (CEQA Guidelines § 15064(a)(1)-(2).) CEQA does not compel a numeric estimate of every project's greenhouse gas emissions. (*Mission Bay All. v. Off. Of Cmty. Inv. & Infrastructure* (2016) 6 Cal.App.5th 160, 201.) "'Given the nature of greenhouse gas emissions—gases that trap heat in the atmosphere, contributing to global climate change but with little immediate perceptible effect on the locale from which they emanate—a project's compliance with an area-wide greenhouse gas reduction plan may be more useful in determining the significance of those emissions on a global scale than quantification of its incremental addition to greenhouse gas emissions.'" (*Id.* [internal citations omitted].)

To date, no State or regional agency has adopted a numerical significance threshold for assessing GHG emissions that applies to the Project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. For informational purposes only, this analysis also quantifies the Project's potential GHG emissions.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources would include emissions from energy consumption, water demand, and sold waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1 was used to calculate Project-related GHG emissions. Based on the *City of Garden Grove Civic Center Revitalization Project – Vehicle Miles Traveled Screening Assessment*, prepared by Michael Baker International (dated October 23, 2023), the proposed development would generate a net increase of 1,627 average daily trips; refer to Appendix G, Transportation Assessment. It should be noted that the relocated Civic Center Park was assumed to operate similar to existing conditions regarding trips. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated GHG emissions of the proposed Project. CalEEMod outputs are contained within Appendix A.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[2] As shown in Table 4.8-1, the proposed Project would result in 74.76 metric tons of CO_2 equivalent per year ($MTCO_2e$/yr) when amortized over 30 years (or a total of 2,242.8 $MTCO_2e$ in 30 years).

- *Area Source*. The Project would directly result in 5.77 $MTCO_2e$/yr from area source emissions; refer to Table 4.8-1.

[2] The Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)	73.46	<0.01	<0.01	0.05	74.76
Area Source	5.75	<0.01	<0.01	-	5.77
Mobile Source	1,301	0.07	0.06	1.61	1,321
Refrigerants	-	-	-	0.04	0.04
Total Direct Emissions[2]	***1,380.21***	***0.07***	***0.06***	***1.70***	***1,404.57***
Indirect Emissions					
Energy	711	0.05	<0.01	-	714
Solid Waste	26.6	2.65	0.00	-	92.9
Water Demand	36.6	0.61	0.01	-	56.2
Total Indirect Emissions[2]	***774.2***	***3.31***	***0.01***	***-***	***863.1***
Total Project-Related Emissions[2]	***2,267.67 $MTCO_2e$/year***				
Notes: 1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. 2. Totals may be slightly off due to rounding.					
Refer to Appendix A for assumptions used in this analysis.					

- *Mobile Source.* CalEEMod relies upon trip generation rates from the *City of Garden Grove Civic Center Revitalization Project – Vehicle Miles Traveled Screening Assessment* and Project specific land use data to calculate mobile source emissions. The Project would directly result in 1,321 $MTCO_2e$/yr of mobile source-generated GHG emissions; refer to Table 4.8-1.

- *Refrigerants*. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. Project's operation primarily includes operation of a GGPD public safety facility which would have air conditioning and refrigeration on-site. The Project would directly result in 0.04 $MTCO_2e$/yr from refrigerants; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and Project-specific land use data. Southern California Edison and Southern California Gas Company would provide electricity and natural gas to the Project site. The Project would indirectly result in 714 $MTCO_2e$/year due to energy consumption; refer to Table 4.8-1.

- *Water Demand*. The Project operations would result in a demand of approximately 21.7 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 56.2 $MTCO_2e$/year; refer to Table 4.8-1.

- *Solid Waste*. Solid waste associated with operations of the proposed Project would result in 92.9 $MTCO_2e$/year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 2,267.67 $MTCO_2e$/yr.

Consistency with Applicable GHG Plans, Policies, or Regulations

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4.8-2, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 4.8-2
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The Project would propose the construction of a parking structure that would house up to 448 parking stalls, which would include electric vehicle (EV) capable spaces in accordance with the 2022 Title 24 Standards. These EV capable parking stalls would have raceways and a service panel with the capacity of a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space. In addition, the Project would also have EV chargers installed in accordance with Title 24 Standards. The GGPD public safety facility would also install short- and long-term bicycle parking in accordance with California Building Standards Code (CBC). An Orange County Transportation Authority (OCTA) bus stop is located approximately 10 feet from the proposed GGPD public safety facility and appropriate pedestrian connections have been incorporated to connect the Project to the surrounding Civic Center area. The GGPD public safety facility would also include a City Rideshare Program which would further reduce the total VMT. As such, this Project would encourage alternative modes of transportation and would reduce the total VMT thus, this Project would be consistent with the action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent.** The Project is expected to consist of natural gas heating and/or cooking on-site. The State has not adopted regulations prohibiting the use of natural gas for on-site cooking and/or heating. The Project is considered a commercial development and would start operating in 2028, and therefore would not be required to be all-electric. Nevertheless, the Project would install high efficiency lighting and appliances in accordance with Title 24 and CALGreen requirements, which would reduce overall energy consumption. As such, the Project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent.** The State has not adopted regulations requiring electricity-powered construction equipment. As technologies advance and new regulations being adopted, electrical construction equipment would be integrated in the fleet. The Project would use construction equipment that complies with the latest regulations. As such, the Project would be consistent with this action.
Non-combustion Methane Emissions	

Actions and Strategies	Project Consistency Analysis
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The Project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the Project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 4.8-3, *Consistency with the 2020-2045 RTP/SCS* shows the Project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS

Table 4.8-3
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The Project site is located within an area that is planned for residential and institutional uses, with uses to the south and west presently developed with single-family residential uses and condominiums (Acacia Park). The Project site is currently developed with the existing GGPD public safety facility and Civic Center Park. The Project would be required to incorporate pedestrian-oriented features, such as improvements to pedestrian sidewalks to promote other forms of transportation. The Project would also provide EV capable parking spaces and parking spaces with EV chargers. The Project is also located in a HQTA which has a well-serviced transit stop or a transit corridor with 15 minutes or less service frequency during peak commute hours. The OCTA bus stop would be located approximately 10 feet west of the proposed GGPD public safety facility. Therefore, the Project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement	**PGA, Job Centers, HQTAs, NMA, TPAs,**	**Consistent.** The Project is not a residential development nor would it displace residential development. However, the Project would

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**Livable Corridors, Green Region, Urban Greening.**	include development of a park and its associated recreational facilities near existing public transportation stops and residential buildings, which could promote future residential development and supports reduction of GHG emissions. Therefore, the Project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The Project would add EV capable parking spaces and EV chargers in the proposed parking structure. Additionally, the proposed GGPD public safety facility would encourage employees to participate in the City Rideshare Program which would reduce the total VMT. These additions would promote alternative mode of transportation to reduce VMT.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed Project would be located close to an OCTA bus stop, which would promote alternative modes of transportation. Additionally, the Project would construct a parking structure which would include EV capable spaces and EV chargers. The Project would include outdoor areas with landscaped planters, trees, recreational facilities, and seating within the relocated Civic Center Park. Further, the Project would comply with sustainable practices included in CALGreen Code and would exceed the 2022 Title 24 standards. The proposed public safety facility would also meet LEED silver certification requirements. Thus, the Project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The Project would not interfere with regional wildlife connectivity or convert agricultural land. The proposed Project involves relocation of a park with associated recreational facilities, construction of a new GGPD public safety facility, and construction of a parking structure, which would improve access to public park space. Additionally, the Project would generate renewable energy on-site from photovoltaic panels. The Project would also install high-efficiency lighting and energy efficient appliances. Thus, the Project

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
• Identify ways to improve access to public park space		would support efficient development that reduces energy consumption and GHG emissions. The Project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.		

Consistency with the City of Garden Grove General Plan

The General Plan Air Quality Element and Conservation Element includes goals and policies that promote GHG reduction within the City. The Project's consistency with these goals and policies is discussed in Table 4.8-4, *Project Greenhouse Gas General Plan Consistency Analysis*. As depicted in the table below, the proposed Project would be consistent with the General Plan.

Table 4.8-4
Project Greenhouse Gas General Plan Consistency Analysis

General Plan Goals and Policies	Project Consistency Analysis
Goal AQ-3: A diverse and energy efficient transportation system incorporating all feasible modes of transportation for the reduction of pollutants.	
Policy AQ-IMP-3E: Allow or encourage programs for priority parking or free parking in City parking lots for alternative fuel vehicles, especially zero and super ultra low emission vehicles (ZEVs and SULEVs).	**Consistent.** The Project proposes the construction of a parking structure that would include EV capable spaces and parking stalls with EV chargers. Prioritized parking spaces for ZEVs and SULEVs would be provided in the proposed parking structure. As such, this Project is consistent with this policy.
Policy AQ-IMP-3F: Support the development of alternative fuel infrastructure that is publicly accessible.	
Goal AQ-4: Efficient development that promotes alternative modes of transportation, while ensuring that economic development goals are not sacrificed.	
Policy AQ-4.1: Review site developments to ensure pedestrian safety and promote non-automotive users.	**Consistent.** The Project would ensure pedestrian safety through street improvements and new pedestrian connections through the Civic Center Area to promote non-automotive users. These improvements would ensure safe and convenient access for pedestrians within the Civic Center Area and between nearby residential and commercial developments. The Project would also provide bicycle parking spaces to promote non-automotive travel. As such, this Project is consistent with this policy.
Policy AQ-4.2: Encourage neighborhood parks and community centers near concentrations of residential areas and include pedestrian walkways and bicycle paths to encourage non-motorized travel.	**Consistent**. The Project would require the relocation of the Civic Center Park from the western section to the eastern portion of the Project site. The relocated Civic Center Park would be near residential uses to the south and west and institutional uses to the east, north, and south. The proposed Civic Center Park would also have new pedestrian connections to increase connectivity through the Civic Center area. These improvements would ensure safe and convenient access for pedestrians within the Civic Center Area and between nearby residential and commercial developments. As such, this Project is consistent with this policy.
Policy AQ-4.3: Encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.	
Goal AQ-6: Increased energy efficiency and conservation.	

General Plan Goals and Policies	Project Consistency Analysis
Policy AQ-IMP-6C: Continue to promote overall energy efficiency at local public facilities and continue preventative maintenance programs.	**Consistent.** The proposed Civic Center Park and the new GGPD public safety facility would install high efficiency lighting and energy efficient appliances. Additionally, the GGPD public safety facility would exceed the 2022 Title 24 standards and would include on-site renewable energy generation through photovoltaic panels. The Project site would also use electric landscape equipment for landscaping maintenance. Additionally, the new public safety facility is anticipated to be LEED silver certified. As such, the Project would be consistent with this policy.
Policy AQ-IMP-6D: Require new development to comply with the energy use guidelines in Title 24 of the California Administrative Code.	**Consistent.** As stated previously, the Project would exceed the 2022 Title 24 standards and would comply with any requirements listed in the CALGreen Code. As such, this Project would be consistent with this policy.
Goal CON-5: Reduce dependency on non-renewable energy resources through the use of local and imported alternative energy sources.	
Policy CON-IMP-5F: Ensure all new and remodeled City facilities incorporate Renewable Energy Building Standards into the facilities.	**Consistent.** The new GGPD public safety facility would exceed the 2022 Title 24 standards and would include on-site renewable energy generation through photovoltaic panels. Additionally, the new public safety facility would be LEED silver certified. As such, this Project would be consistent with this policy.
Source: City of Garden Grove, *City of Garden Grove General Plan*, May 2008.	

Conclusion

In summary, the Project's characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the Project complies with the GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City's General Plan. Consistency with these plans would reduce the impact of the Project's incremental contribution of GHG emissions. Accordingly, the Project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Impacts in this regard would be less than significant.

***Mitigation Measures*:** No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.8(a).

***Mitigation Measures*:** No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

This section is based on the *Phase I Environmental Site Assessment, 11191 Acacia Parkway Garden Grove, California 92840* (Phase I ESA), prepared by Associated Soils Engineering, Inc., dated May 2, 2023 (refer to Appendix E, *Phase I Environmental Site Assessment*).

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

Less Than Significant Impact. Hazardous materials include materials that are either poisonous, corrosive, or contains reactive properties that could potential be dangerous to human health and to the environment. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the routine transport, use, and maintenance of standard construction materials (i.e., paints and solvents, oil, diesel fuel, and transmission fluid, and other hazardous materials), which could be hazardous. These activities would be short-term in nature and the materials would not be in such quantities or stored in such a manner as to pose a significant safety

hazard. All Project construction activities would be required to comply with the voluminous applicable laws and regulations governing the use, storage, and transport of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.

Operations

Operations of the proposed GGPD public safety facility would include the potential handling/storage/transport of hazardous materials/substances associated with GGPD evidence (e.g., evidence recovered from police investigations) coming through the facility and/or medical waste. However, these conditions already exist at the GGPD public safety facility and development of the proposed Project would not result in a substantial change to existing conditions. The new GGPD public safety facility would continue to operate in accordance with all applicable laws and regulations pertaining to the handling/storage/transport of such materials/waste. Impacts in this regard would be less than significant.

The existing GGPD public safety facility currently operates one 10,000-gallon split compartment UST, which contains 8,000 gallons of unleaded gasoline and 2,000 gallons of diesel fuel for on-site refueling of GGPD vehicles. Although the proposed Project would not involve the physical modification of this feature, the new GGPD public safety facility would be constructed to allow access/use of the fueling tank by both police and fire vehicles. As the existing GGPD public safety facility already operates the split compartment UST for refueling purposes, operation of the proposed Project, which would allow fire vehicles to access these fueling tanks as well, would not result in an increase in the potential risk associated with routine handling/storage/transport associated with the UST.

The proposed Project would be subject to compliance with existing regulations, standards, and guidelines established by the U.S. Environmental Protection Agency (EPA), State, County of Orange, and the City of Garden Grove related to the storage, use, transport, and disposal of hazardous substances/waste. Specifically, the Project is subject to compliance with existing hazardous materials regulations, which are codified in California Code of Regulations Title 8, *Industrial Relations*, Title 22 Division 4.5, *Environmental Health Standards for the Management of Hazardous Waste*, and Title 49, and their enabling legislations set forth in Health and Safety Code Chapter 6.95, *Hazardous Materials Release Response Plans and Inventory*. Any business that handles more than threshold quantities of a Regulated Substance (RS) must develop a Risk Management Plan (RMP) in accordance with the California Accidental Release Prevention Program (CalARP). The RMP is implemented to prevent or mitigate releases of regulated substances that could have off-site consequences. The Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses are required to submit their plans to the Certified Unified Program Agency (CUPA), which would make the plans available to emergency response personnel. OCHCA is the CUPA for the City of Garden Grove.

While the risk of exposure to hazardous substances/materials cannot be eliminated, compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous substances/materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Impacts regarding the routine storage, use, transport, and/or disposal of hazardous materials during Project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated.

Construction

Construction Equipment

During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Demolition of Building Materials

Project construction would require demolition of the existing GGPD public safety facility. Given that the building was constructed in 1970, there is the potential for asbestos-containing materials (ACMs) and lead-based paint (LBP). As such, demolition of this structure would potentially expose construction personnel and the public to ACMs or LBPs. All demolition that could result in the release of ACMs and LBPs would be conducted in accordance with existing Federal and State regulations which govern the renovation and demolition of structures where these hazardous building materials are present. Specifically, the National Emission Standards for Hazardous Air Pollutants (NESHAP) establishes that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. Additionally, asbestos removal would be required to be performed in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403, and LBP removal and disposal would be required to be performed in accordance with California Code of Regulations (CCR) Title 8, Section 1532.1. Upon compliance with all applicable Federal and State regulations, potential impacts pertaining to ACMs and LBPs would be reduced to less than significant levels.

Grading Activities

Construction activities could also result in accidental conditions involving existing on-site contamination, if any. The following analysis considers current and past uses of the Project site, which may have impacted soil and/or soil gas underlying the Project site.

Past Agricultural Activities. According to the Phase I ESA, the Project site was undeveloped or agricultural land from at least 1896 through 1902. Agricultural land with associated residences were present in the early 1900s. By 1922 until 1972, the residential structures were expanded on-site, agricultural uses were no longer present, and the adjoining properties to the Project site were built. By 1972, the former on-site residential uses were demolished and the existing GGPD public safety facility was constructed on the east side of the Project site. The existing Civic Center Park was developed by 1987. It is noted that past agricultural uses could represent a potential concern due to possible residual pesticides and herbicides in on-site soil. However, based on the time passed since agricultural uses were present (more than 100 years) and the level of disturbance from previous development on-site, residual herbicide/pesticide are not expected on-site.

Former UST. According to the Phase I ESA, a former on-site UST released primarily diesel fuel to on-site soils. This release was reported in 1992 under the address 11301 Acacia Parkway (the existing GGPD public safety facility and OCFA Station No. 81). Based on the Phase I ESA, the former 1,000-gallon UST and 380 feet of associated piping

connecting to the UST dispenser island was removed. At the time of removal, six soil samples were taken under the piping and one sample was taken under the former UST. According to the Phase I ESA, all but two soil samples were non-detect of total petroleum hydrocarbons (TPH), and benzene, toluene, ethylbenzene, and xylenes (BTEX). The two samples where exceedances were found were excavated two to four feet below ground surface, then resampled. Results from resampling confirmed non-detect for TPH and BTEX after soil removal. The excavated contaminated soil was hauled off site. The case was closed on October 8, 1992 by the OCHCA. Although this release has received a case closure, residual concentrations of hazardous materials/waste may still be present in on-site soil/soil gas, which, if present, could expose construction workers during Project excavation. In order to minimize potential impacts associated with the former UST, Mitigation Measure HAZ-1 requires the contractor to implement a Soil Management Plan (SMP), to be prepared prior to issuance of a grading permit and implemented during grading/excavation activities. The SMP would present a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements for construction workers. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts in this regard to less than significant levels.

Current Operating UST. As discussed, the existing GGPD public safety facility currently operates one 10,000-gallon split compartment UST, which contain 8,000 gallons of unleaded gasoline and 2,000 gallons of diesel fuel for on-site fueling of police motor vehicles. As this UST is currently in operation, the UST undergoes routine inspection. Any violations noted are corrected in accordance with the law. No releases have been reported in association with the existing operating UST. However, construction of the proposed Project would require grading activities within proximity to the UST and associated fuel islands. As such, the contractor would be required to implement a Soil Management Plan (SMP), to be prepared prior to issuance of a grading permit and implemented during grading/excavation activities (Mitigation Measure HAZ-1). The SMP would present a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements for construction workers. With implementation of Mitigation Measure HAZ-1, impacts pertaining to grading activities in proximity to the existing UST and associated fuel islands would be reduced to less than significant levels.

Conclusion

Project construction activities would involve disturbance of hazardous substances in on-site soils, as well as disturbance of potential ACMs and LBPs associated with the on-site structure. However, with compliance with existing Federal, State, and local laws and regulations, as well as Mitigation Measure HAZ-1, impacts pertaining to potential accidental conditions during construction would be reduced to less than significant levels.

Operations

Refer to Response 4.9(a), for a description of impacts related to Project operations. Compliance with existing Federal, State, and local laws and regulations governing the use, handling, storage, and/or transport of hazardous substances/materials and waste would reduce potential accidental conditions during operations to less than significant levels.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, the contractor shall retain a qualified environmental professional with Phase II/Site Characterization experience, to be approved by the City Engineer, to prepare a Soil Management Plan (SMP). The SMP shall be made available to the contractor, construction workers, and the City Engineer for use during grading/excavation activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. During the grading phase, the qualified professional shall

conduct soil sampling and monitor soil conditions. In the event where contaminated soil is discovered, the qualified professional shall take a sample and coordinate laboratory testing to determine contamination levels before the import, export, or re-use of the soil. Should any soil samples identify contamination levels in exceedance of existing Federal, State, and/or local human health screening levels, the soil shall be disposed off-site by a licensed hazardous waste hauler in accordance with applicable Federal, State, and local regulations. Lastly, the SMP shall include provisions and safety measures regarding grading/excavation in proximity to the underground storage tank and associated piping and fuel island.

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

Less than Significant With Mitigation Incorporated. The closest schools to the Project site include Garden Grove High School, located at 11271 Stanford Avenue approximately 0.05-mile to the north of the Project site and Lincoln Education Center, located at 11262 Garden Grove Boulevard approximately 0.15-mile to the south of the Project site.

As discussed under Responses 4.9(a) and 4.9(b), upon implementation of Mitigation Measure HAZ-1 (implementation of a SMP during construction) and compliance with existing local, State, and Federal regulations associated with hazardous materials, short-term construction and long-term operations of the proposed Project would not create a significant hazard to the public or the environment during routine transport/handing/storage nor create a significant impact pertaining to accidental conditions. As such, the proposed Project is not anticipated to pose a significant health risk to the schools in the Project vicinity. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

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

Less Than Significant Impact With Mitigation Incorporated. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

According to the California Environmental Protection Agency (CalEPA) and SWRCB, the Project site (11301 Acacia Parkway) is currently listed on the Cortese List pursuant to Government Code Section 65962.5 for a leaking UST.[1,2] As discussed under Response 4.9(b), this case has since been closed by the OCHCA and impacts associated with the historical leaking UST would be reduced to less than significant levels with compliance with Mitigation Measure HAZ-1 (implementation of a SMP during construction).

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

[1] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed June 2, 2023.

[2] State Water Resources Control Board, *GeoTracker, POLICE/FIRE #1 (T0605901479)*, https://geotracker.waterboards.ca.gov/profile_report?global_id=T0605901479, accessed June 2, 2023.

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

No Impact. The nearest airport to the Project site is the Fullerton Municipal Airport located approximately 7.0 miles to the northwest. According to the *Airport Environs Land Use Plan for Fullerton Municipal Airport* (AELUP), the Project site is located outside of the Airport Impact Zones, AELUP Notification Area, Federal Aviation Regulation Part 77 Notification Area, and Airport Safety Zones.[3] Additionally, the Project site is not located within the vicinity of a private airstrip or related facilities. Therefore, Project implementation would not expose people residing or working in the Project area to excessive airport noise levels or safety hazards. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The proposed Project would not cause any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Acacia Parkway, Euclid Street, 7th Street, or any other nearby roadways. As discussed in Section 2.4, *Project Characteristics*, the Project would propose street improvements which include improvements to the existing sidewalks and curb and gutter along the Project frontage (Acacia Parkway) and Euclid Street such as new sidewalks, curb and gutter, and various other street improvements in accordance with City standards. Median improvements and pedestrian crosswalk striping would be installed in the Acacia Parkway right-of-way. As such, construction activities would temporarily impact adjacent roadway rights-of-way (e.g., through partial lane closures). Implementation of Mitigation Measure TRA-1 would require that a Traffic Management Plan (TMP) be prepared and implemented to maintain emergency access during construction activities that may require partial lane closures. Specifically, the TMP would include measures ensuring construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of a construction flagperson to direct traffic, if necessary. Additionally, all construction activities would be required to comply with the City's standards and regulations, such as providing the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. With the implementation of Mitigation Measure TRA-1, and adherence to applicable City standards and regulations, impacts in this regard would be reduced to less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1

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

No Impact. The Project site and surrounding areas are built-out with urbanized uses; no wildland vegetation that could fuel wildfires is present. Additionally, as discussed in Section 4.20, *Wildfire*, the City is not located in an area identified by the California Department of Forestry and Fire Protection (CAL FIRE) as a State responsibility area nor within a designated very high fire hazard severity zone.[4] No impacts would occur in this regard.

[3] Orange County Airport Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, February 21, 2019.

[4] California Department of Forestry and Fire Protection, *Orange County Very High Fire Hazard Severity Zones in LRA Map*, October 2011.

4.10 HYDROLOGY AND WATER QUALITY

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

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

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Garden Grove is within the jurisdiction of the Santa Ana RWQCB.

Construction

The proposed Project may result in water quality impacts during short-term construction activities. The grading required for Project implementation would result in exposed soils that may be subject to wind and water erosion. Since the Project impact area would disturb more than one acre in size, the proposed Project would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities requirements (and all subsequent revisions and amendments). To demonstrate compliance with NPDES requirements, a Notice of Intent must be prepared and submitted to the SWRCB, providing notification and intent to comply with the Construction General Permit. The Construction General Permit also requires that non-

stormwater discharges from construction sites be eliminated or reduced to the maximum extent practicable, a stormwater pollution prevention program (SWPPP) that governs construction activities for the Project be developed, and routine inspections be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports.

The SWPPP would include a site map showing the construction site perimeter, proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns. The SWPPP would identify the BMPs that would be used to protect stormwater runoff and the placement of those BMPs. The SWPPP would also identify a visual monitoring program, a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs. Upon completion of construction, a Notice of Termination would be submitted to the SWRCB to indicate that construction has been completed.

The Project would be required to prepare a water quality management plan (WQMP) which would ensure the health of local bodies of waters through the management of stormwater runoff pollution prevention. Construction activities would be required to comply with water quality best management practices (BMPs) in accordance with the WQMP. For example, Project construction would be required to retain eroded sediments and other pollutants on-site; protect stockpiles and other construction-related materials from being transported from the site by wind and/or water; store fuels, oils, solvents, and other toxic materials in accordance with their listing; dispose of trash and construction-related solid wastes in a covered receptacle to prevent contamination of rainwater and dispersal by wind; stabilize construction roadways to inhibit sediments from being deposited into the public right-of-way; and stabilize any slopes with disturbed soils to inhibit erosion by wind and/or water, among others. Upon adherence to the Project's WQMP and existing laws and regulations related to water quality, impacts would be reduced to less than significant levels.

Pursuant to Municipal Code Section 6.40.050, *Controls for Water Quality Management*, all new development and significant reconstruction within the City shall be undertaken in accordance with the Orange County Drainage Area Management Plan (DAMP), including but not limited to the development project guidance, the local development plan, and/or administrative rules and practice as may be adopted from time to time by the City Manager. The main objective of DAMP is to develop and implement a program that satisfies the NPDES permit regulations. The DAMP has the following agreements, structures, and programs that are applicable to the proposed Project in ensuring water quality.

- Provide the legal authority for prohibiting unpermitted discharges into the storm drain system and for requiring BMPs in new development and significant redevelopment (DAMP Section 4.0);

- Improve existing municipal pollution prevention and removal best management practices (BMPs) to further reduce the amount of pollutants entering the storm drain system (DAMP Section 5.0);

- Ensure that all new development and significant redevelopment incorporates appropriate Site Design, Source Control and Treatment Control BMPs to address specific water quality issues (DAMP Section 7.0);

The Project would be required to comply with the DAMP requirements which would satisfy the NPDES permit regulations. As such, impacts would be less than significant in this regard with compliance with existing Municipal Code requirements.

Operations

The Project would be regulated under the NPDES Phase I Municipal Stormwater Permits issued by the Santa Ana RWQCB for Orange County (Order No. R8-2009-0030 and NPDES Permit No. CAS618030, as amended by Order No.

R8-2010-0062).[1] Since 1990, operators of MS4s are required to develop a stormwater management program designed to prevent harmful pollutants from impacting water resources via stormwater runoff. The Orange County Stormwater Program (Stormwater Program) is a collaboration of the County of Orange, Orange County Flood Control District (OCFCD), and all 34 Orange County cities. As the Principal Permittee on the Santa Ana RWQCB NPDES permits, the County guides development and implementation of the Stormwater Program, collaborating regularly with co-permittees to ensure compliance and prevent ocean pollution.

The Stormwater Program's specific water pollutant control elements are documented in the DAMP. The DAMP satisfies the NPDES permit conditions to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses. The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. With implementation of the DAMP requirements, as required by Municipal Code Section 6.40.050 *Controls for Water Quality Management*, the Project would be consistent with NPDES permit regulations.

The City, or their designee, would be required to prepare a WQMP, which includes non-structural and structural BMPs. The Project's non-structural BMPs may include: activity restrictions; common area landscape management; BMP maintenance; spill contingency plan; hazardous materials disclosure compliance, Uniform Fire Code implementation; common area litter control; common area catch basin inspection; and street sweeping private streets. Structural BMPs would include but not limited to: providing storm drain system stenciling and signage; designing and constructing trash and waste storage areas; and using efficient irrigation systems and landscaping design, water conservation, smart controllers, and source control.

Following compliance with the requirements of the MS4 permit, the DAMP, and Municipal Code, Project implementation would not violate any water quality standards or waste discharge requirements associated with long-term operations. Further, it is acknowledged that the proposed Project would not result in any changes to the land use associated with the site (i.e., GGPD public safety facility and park). As such, resultant pollutants would be similar to the existing pollutants and the Project would install new water quality best management practices, which are currently not in place at the site. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed Project is an infill development and the site is not currently used for groundwater extraction or groundwater recharge purposes. Implementation of the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Further, as analyzed in Section 4.19, *Utilities and Service Systems*, the City's water services are available to serve the proposed Project's water demands from existing supplies and facilities. Accordingly, Project implementation is not expected to impede sustainable groundwater management of the basin. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Regional Water Quality Control Board Santa Ana Region, *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County*, May 22, 2009, https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2009/09_030_OC_MS4_as_amended_by_10_062.pdf, accessed June 15, 2023.

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

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Soil disturbance would temporarily occur during Project construction due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Project site.

The Project would be subject to compliance with the BMPs identified in the Project's Erosion Control Plan and Grading Plan as well as the requirements set forth in Municipal Code Chapter 6.40, *Stormwater Quality*; refer to Response 4.10(a). Compliance with the Municipal Code Section 6.04.050, *Controls for Water Quality Management*, would require compliance with the DAMP, which would reduce the volume of sediment-laden runoff discharging from the site. DAMP Section 7.0 would ensure that all new development and significant redevelopment incorporate appropriate Site Design, Source Control and Treatment Control BMPs to address specific water quality issues. Additionally, DAMP Section 8.0 would ensure that construction sites implement control practices that address control of construction related pollutants discharges including erosion and sediment control and on-site hazardous materials and waste management.[2] The SWPPP would also incorporate BMPs (such as the installation of silt fences, sediment traps, fiber rolls, and storm drain inlet protectors to filter larger debris and control sediment from entering the City's storm drain infrastructure). Therefore, Project implementation would not result in a substantial increase in erosion or siltation on- or off-site during construction.

Given the nature of the urbanized location of the Project, long-term Project operations would not have the potential to result in substantial erosion or siltation off-site. Project development would alter the existing drainage pattern on-site. At Project completion, drainage would flow into new on-site catch basin(s). The on-site catch basins would be designed to collect and direct runoff in order to minimize erosion and reduce the potential of flooding. The collected runoff would then be directed to the City's existing storm drain system. Additionally, the public safety facility would not include large areas of exposed soils that would be subject to runoff. The proposed park would be subject to practices that would reduce erosion or siltation which includes but is not limited to landscape maintenance, efficient irrigation and landscaping design, and BMP maintenance to ensure that stormwater runoff is redirected to minimize erosion. Any unpaved areas would be planted with groundcover, shrubs, and ornamental trees to minimize the potential for erosion/siltation. In addition, as stated within Response 4.10(a), the Project would also be subject to existing requirements from the NPDES permit and DAMP. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The Project site is generally flat and is located within an urbanized area. The Project would be subject to regulations detailed in the DAMP and Municipal Code Chapter 6.40, *Stormwater Quality.* Additionally, the Project would be required to prepare and implement a SWPPP and WQMP with associated BMPs to reduce construction and operational impacts with regards to surface runoff such as the installation of on-site catch basins, silt fence, and sediment control. While the Project may alter existing drainage patterns on-site, storm water runoff rates and volumes would not substantially increase upon compliance with regulations stated above. Impacts pertaining to flooding conditions on- and off-site from surface runoff would be less than significant.

[2] Orange County Public Works, *Drainage Area Management Plan*, https://ocerws.ocpublicworks.com/service-areas/oc-environmental-resources/oc-watersheds/documents/drainage-area-management-plan-7, accessed August 21, 2023.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As noted in Response 4.10(c)(1), Project implementation would include proposed catch basins and other structures based on compliance with the WQMP and DAMP. Therefore, the proposed Project is not anticipated to exceed the capacity of the existing or planned stormwater drainage systems with compliance with the regulations listed above. Additionally, as indicated in Response 4.10(a), less than significant impacts related to potential polluted runoff from the site would occur upon compliance with the MS4 permit, DAMP, and Municipal Code Chapter 6.40, *Stormwater Quality*. During Project construction, the Project would comply with BMPs listed in the DAMP and SWPPP to reduce and treat runoff. Potential BMPs may include the installation of silt fences, sediment traps, fiber rolls, and storm drain inlet protectors to reduce the volume of polluted runoff from the construction site. As a result, Project implementation is not anticipated to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Response 4.10(c)(2).

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency (FEMA), the Project site is not located within a 100-year flood hazard zone.[3] As such, no impacts would result from potential inundation.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The Project site is located approximately nine miles inland from the Pacific Ocean and, thus, is located at a sufficient distance so as not to be subject to tsunami impacts. No impacts would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The closest basin to the Project site is the Haster Basin, approximately 1.5 miles to the east. The Project site and Haster Basin are separated from one another by numerous structures and roadways. As such, the Project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche that could result in Project inundation. No impacts would occur in this regard.

[3] Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06059C0143J, Panel 143*, December 4, 2009.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The *Santa Ana River Basin Water Quality Control Plan* (Basin Plan) establishes water quality standards for ground and surface waters within the Santa Ana River Basin and is the basis for the Santa Ana RWQCB's regulatory programs. The nearest tributary waterbody to the Project site under the jurisdiction of the Basin Plan is the Santa Ana River approximately 1.5 miles to the east. This tributary river has a range of beneficial uses, such as the preservation of biological habitats of special significance, estuarine and marine habitat, water contact and non-contact recreation, and wildlife habitat. Chapter 5, *Implementation*, of the Basin Plan, discusses an outline of implementation actions and monitoring plans that are necessary to achieve the Basin Plan's water quality objectives for bodies of water.[4] The following implementation actions and monitoring plans include, but are not limited to, NPDES permits, compliance schedules, waste discharge requirements, and water discharge prohibitions. As discussed, the Project would prepare a WQMP which would ensure the health of local bodies of waters through the management of stormwater runoff pollution prevention. Additionally, implementation of the DAMP would ensure compliance with NPDES permit regulations. As such, the Project's construction and operation would not obstruct implementation of the Basin Plan.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. The City is located within the Coastal Plan of Orange County groundwater basin, which is designated as a medium-priority basin and regulated by the Orange County Water District (OCWD).[5] OCWD, in conjunction with the City of La Habra and Irvine Ranch Water District, prepared the *Basin 8-1 Alternative*, which is functionally equivalent to a GSP and 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.[6] Specifically, the City of Garden Grove is located within the OCWD Management Area of the Coastal Plan of Orange County groundwater basin. According to the *Basin 8-1 Alternative*, the Sustainability Goal for the OCWD Management Area is to continue to sustainably manage the groundwater basin to prevent conditions that would lead to significant and unreasonable (1) lowering of groundwater levels, (2) reduction in storage, (3) water quality degradation, (4) seawater intrusion, (5) inelastic land subsidence and (6) adverse impacts on hydrologically connected surface water. As indicated in Response 4.10(b), the proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Further, the Project would not result in a reduction in storage, as the Project site is mostly paved and the existing Civic Center Park would be relocated and pervious features (associated with the new park) would be increased, as the new park would not include a pond feature (which is considered an impervious feature). Last, as stated in Response 4.10(a), the Project would be subject to existing water quality related requirements of the NPDES permit, DAMP, and Municipal Code Chapter 6.40, *Stormwater Quality*, which would reduce potential impacts to water quality to less than significant levels. For these reasons, the proposed Project is not anticipated to conflict with or obstruct the Sustainability Goal for the OCWD Management Area. Accordingly, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures: No mitigation measures are required.

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4 State of California Santa Ana Regional Water Quality Control Board, *Santa Ana River Basin Water Quality Control Plan, Chapter 5*, https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2019/New/Chapter_5_June_2019.pdf, accessed August 29, 2023

5 California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp2018-dashboard/p1/, accessed June 15, 2023.

6 Orange County Water District, *Basin 8-1 Alternative*, January 1, 2017.

4.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

a) Physically divide an established community?

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed Project would not physically divide an established community. The nearest residential communities are single-family residences to the south of the site across Acacia Parkway and the Acacia Park condominium complex to the west across Euclid Street. As indicated in Section 2.0, *Project Description*, the Project site is located in the City's civic center area and currently developed with the GGPD public safety facility, Civic Center Park, and associated surface parking lots. The site is also adjacent to other civic and institutional uses, including the Orange County Fire Authority (OCFA) Fire Station No. 81, Garden Grove Masonic Lodge, Garden Grove City Hall, and Orange County Public Library (OCPL) Garden Grove Main Branch Library. The Project proposes to redevelop a portion of the civic center area to accommodate a new, larger GGPD public safety facility, new parking structure, and relocated Civic Center Park; refer to Exhibit 2-3. As the proposed development would occur within the civic center area, the Project would not physically divide established residential communities in the Project area. Additionally, the Project does not propose to construct major roadways, storm channels, or utility transmission lines, or close bridges or roadways in a manner that could physically divide the nearby residential communities. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

General Plan Consistency

The Project site is designated by the General Plan as Civic Center Mixed Use (CC) and Parks and Open Space (OS). Based on the General Plan Land Use Element, the CC designation promotes civic, commercial, open space, and residential uses. Additionally, the OS designation includes land within the City that meets the passive and active recreational needs of the citizens and that promotes and preserves the health and general welfare of citizens. The

proposed GGPD public safety facility, parking structure, and relocated Civic Center Park would be permitted under the CC and OS land use designations. Thus, the Project would be consistent with the site's land use designations.

The General Plan Land Use Element also identifies 15 potential areas for future development or new land use designations; these areas have been identified as "Focus Areas." As shown on General Plan Land Use Element Exhibit LU-1, *Focus Areas*, the Project site is located within Focus Area E1, *Civic Center (Area 1)*. This approximately 130-acre focus area is the "Heart of the City" and extends to properties on either side of Euclid Street north from Trask Avenue to just south of Lampson Street. Focus Area E1 includes civic buildings (Garden Grove City Hall, GGPD, and Garden Grove Main Branch Library), the college buildings, and Main Street. The intent for this area is a mixed-use designation that promotes civic, commercial, open space, and residential uses. The General Plan envisions new developments in Focus Area E1 to consist of low-rise buildings ranging from four to seven stories in height. The mixed-use buildings would have a human scale and front on pedestrian-friendly streets promoting active transportation concepts within the area.

Table 4.11-1, *General Plan Land Use Element Project Consistency Analysis*, analyzes the Project's consistency with relevant General Plan Land Use Element goals and policies. As demonstrated in Table 4.11-1, the Project is consistent with applicable General Plan land use goals and policies.

Table 4.11-1
General Plan Land Use Element Project Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal LU-1: The City of Garden Grove is a well-planned community with sufficient land uses and intensities to meets the needs of anticipated growth and achieve the community's vision.	
Policy LU-1.1: Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2030 on the Land Use Diagram (Exhibit LU-3).	Consistent. As detailed in Section 2.3, *Background and History*, the existing GGPD public safety facility and associated surface parking lot do not meet current safety and security standards and are undersized and insufficient for current and future needs. The Project would develop a new facility up to 104,400-square feet capable of housing a net increase of up to 59 additional police officers and 58 additional civilian staff compared to existing conditions to support the City's existing population as well as projected needs through 2039. Additionally, a new parking structure is proposed to house up to 448 parking stalls to accommodate secured police fleet vehicle parking, staff's personal vehicles, and may include limited areas for public parking. Thus, the Project would accommodate the City's future police service needs beyond the year 2030.
Goal LU-2: Stable, well-maintained residential neighborhoods in Garden Grove.	
Policy LU-2.4: Assure that the type and intensity of land use are consistent with those of the immediate neighborhood.	Consistent. The nearest residential neighborhoods to the Project site are single-family residences to the south across Acacia Parkway and the Acacia Park condominium complex to the west across Euclid Street. The proposed GGPD public safety facility, parking structure, and relocated park are compatible with existing civic uses in the Project area and would not result in land use compatibility issues with nearby residential uses. The Project does not introduce any new land uses within the site vicinity. Further, the proposed Civic Center Park would be relocated closer to existing residential uses to the south. The new building and parking structure would adjoin existing civic uses.
Goal LU-4: Uses compatible with one another.	

Relevant Policies	Project Consistency Analysis
Policy LU-4.2: Ensure that infill development is well planned and allows for increased density in Focus Areas along established transportation corridors.	Consistent. Refer to response to Policy LU-2.4. The proposed infill development is located within Focus Area E1, *Civic Center (Area 1)*, and would accommodate a larger GGPD public safety facility and parking structure adjacent to Euclid Street.
Goal LU-11: Restoration of the Civic Center as the heart of the City.	
Policy LU-11.1: Maintain and enhance the centralized public function of the Civic Center.	Consistent. The proposed Project would enhance the Civic Center by introducing a new GGPD public safety facility, parking structure, and relocated Civic Center Park. Specifically, the new GGPD public safety facility and parking structure would accommodate additional police officers and civilian staff to serve the City's existing and future population. The reconstructed park would provide an activated, safe, and welcoming green space in the Civic Center area with amenities (e.g., benches, tables, trash and recycle receptacles, and pavilions), ornamental park landscaping, and meandering pedestrian walkways. The relocated park would be designed to be programmable and accommodate events of up to 200 to 300 individuals with daily and monthly programming for outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits, among other events. Thus, the Project would enhance the centralized public function of the Civic Center.
LU-IMP-11A: Link the City Hall with other civic or institutional uses across Acacia Parkway so that the centrality of government services is retained in the Civic Center area.	Consistent. Similar to existing conditions, the Project would redevelop the GGPD public safety facility and park in the Civic Center area adjacent to City Hall and other civic and institutional uses along Acacia Parkway.
LU-IMP-11B: Continue to encourage the use of the Civic Center's facilities for public and private community and social events.	Consistent. Refer to response to Policy LU-11.1.
Source: City of Garden Grove, *Garden Grove General Plan Land Use Element*, May 2008.	

Municipal Code Consistency

The Land Use Code identifies the Project area in the Civic Center (CC) Zone, which consists of the following four Civic Center zones: Civic Center East (CC-1), Civic Center Main Street (CC-2), Civic Center Core (CC-3), and Civic Center Open Space (CC-OS). The zones that apply to the Project site include CC-3 in the central and eastern portion of the site where the existing GGPD public safety facility and surface parking lots are located, and CC-OS in the western portion of the site where the existing Civic Center Park is located.

The CC-3 zone is established to encourage civic, educational, commercial, high-density residential, and compatible uses that enliven the City's core and work together to create a walkable, lively district that encourages interaction and engagement in community activities. Shared parking facilities, pedestrian orientation of buildings, high-quality architecture, and pedestrian-scale landscaping, pathways, and signage reinforce the goal to create places where people, not cars, predominate. Conditionally permitted uses include parking facilities, GGPD public safety facilities (including police), and public recreational facilities. The CC-OS zone applies to public properties dedicated to active and passive recreation uses, civic engagement, arts and culture, and institutional activities that benefit a broad population. Permitted uses include public recreational facilities, and conditionally permitted uses include parking facilities and public safety facilities (including police).

The proposed GGPD public safety facility and parking structure would be located on the western portion of the Project site where the uses are conditionally permitted under the CC-OS zone. Additionally, the relocated Civic Center Park would be located on the eastern portion of the site where public recreational facilities (i.e., parks) are conditionally

permitted under the CC-3 zone. Thus, the Project would require a Conditional Use Permit to allow the proposed uses on the site's CC-3 and CC-OS zones. Additionally, future site and building plan designs for the GGPD public safety facility, parking structure, and park would comply with some CC-3 and CC-OS development standards and generally meet the intent of the zones by creating an activated civic area with public facilities and recreational amenities that are interconnected with pedestrian-scale pathways, landscaping, and signage.

Overall, the following discretionary actions are required by the City:

- *Conditional Use Permit*. To permit the development of the GGPD public safety facility, parking structure, and relocated park in the site's CC-3 and CC-OS zones.

- *Development Agreement*. Agreement between the City and Contractor for the Project design, construction, and financing.

Based on the analysis above and upon approval of the requested entitlements, the proposed Project would not conflict with applicable General Plan land use goals and policies or applicable Municipal Code regulations. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.12 MINERAL RESOURCES

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

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

No Impact. According to the General Plan Land Use Element, there are no significant mineral aggregate resource areas designated within the City. Further, there are no current mineral extraction activities in Garden Grove. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation measures are required.

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4.13 NOISE

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

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY FRAMEWORK

State

State Office of Planning and Research

The State Office of Planning and Research's (OPR) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Local

City of Garden Grove General Plan

The California Government Code requires that a noise element be included in the general plan of each county and city in the State. The *Garden Grove General Plan Noise Element* (General Plan Noise Element) examines noise sources in the City to identify and appraise the potential for noise conflicts and problem, and to identify ways to reduce existing and potential noise impacts. The Noise Element identifies projected noise levels and contains policies and programs to achieve and maintain noise levels compatible with various types of land uses, as well as prevent high noise levels in sensitive areas.

The City has developed land use compatibility standards, based on recommended parameters from the OPR, that rate compatibility using the terms normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable; refer to Table 4.13-1, *Noise and Land Use Compatibility Matrix*. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This table is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The following goals and policies from the General Plan Noise Element are applicable to the Project.

Goal N-1: Noise considerations must be incorporated into land use planning decisions.

> Policy N-1.3: Require noise reduction techniques in site planning, architectural design, and construction, where noise reduction is necessary consistent with the standards in Tables 7-1 and 7-2 (refer to Table 4.13-1 and Table 4.13-2, Garden Grove Noise Ordinance Standards, respectively), Title 24 of the California Code of Regulations, and Section 8.47 of the Municipal Code.
>
> Policy N-1.4: Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise sensitive areas.
>
> Policy N-IMP-1A: Maintain a technical resource for builders, developers, and operators of construction equipment that discusses a variety of sound attenuation measures (e.g., temporary noise attenuation fences, preferential location of equipment, use of current technology and types of noise suppression equipment), the amount of noise reduction each produces, and how to combine them to meet City requirements.
>
> Policy N-IMP-1B: Require that new commercial, industrial, any redevelopment projects, or any proposed development near existing residential land use demonstrate compliance with the City's Noise Ordinance prior to approval of the project.
>
> Policy N-IMP-1D: Require construction activity to comply with the limits established in the City's Noise Ordinance.
>
> Policy N-IMP-1E: Require buffers or appropriate mitigation of potential noise sources on noise sensitive areas.

Policy N-IMP-1K: Enforce the Noise Ordinance to ensure that stationary noise and noise emanating from construction activities, private development, and/or special events are minimized.

Table 4.13-1
Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial, Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels
Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: City of Garden Grove, *Garden Grove General Plan, Noise Element, Table 7-1, Noise and Land Use Compatibility Matrix*, May 2008.

Table 4.13-2
Garden Grove Noise Ordinance Standards

Land Use Designation		Ambient Base Noise Level	Time Of Day
Sensitive Uses	Residential Use	55 dBA	7:00 a.m. – 10:00 p.m.
		50 dBA	10:00 p.m. – 7:00 a.m.
Conditionally Sensitive Uses	Institutional Use	65 dBA	Any Time
	Office-Professional Use	65 dBA	Any Time
	Hotels and Motels	65 dBA	Any Time
Non-Sensitive Uses	Commercial Uses	70 dBA	Any Time
	Commercial/Industrial Uses Within 150 feet of Residential Uses	65 dBA	7:00 a.m. – 10:00 p.m.
		50 dBA	10:00 p.m.– 7:00 a.m.
	Industrial Uses	70 dBA	Any Time

Source: City of Garde Grove, Municipal Code, Section 8.47.040, Ambient Base Noise Levels 2005.

City of Garden Grove Municipal Code

The City maintains a comprehensive Noise Ordinance within its Municipal Code that establishes Citywide interior and exterior noise level standards. The City's Noise Ordinance (Municipal Code Section 8.47, *Noise Control*) establishes daytime and nighttime noise standards; refer to Table 4.13-2. The Noise Ordinance is designed to control unnecessary,

excessive and annoying sounds generated from a stationary source impacting an adjacent property. It differentiates between environmental and nuisance noise. Environmental noise is measured under a time average period while nuisance noise cannot exceed the established Noise Ordinance levels at any time. At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone is required to be used. Any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB(A), as measured at the property line of the noise generation property, is permitted.

The following sections of the Municipal Code are applicable to the proposed Project.

8.47.050 General Noise Regulation

C. DURATION OF NOISE. The following criteria shall be used whenever the noise level exceeds:

1. The noise standard for a cumulative period of more than 30 minutes in any hour;
2. The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;
3. The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;
4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dB(A) for any period of time.

D. In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

8.47.060 Special Noise Sources

D. CONSTRUCTION OF BUILDINGS AND PROJECTS. It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.

8.47.070 Exemptions

B. COMMUNITY ACTIVITIES. Community events, as described in Section 8.08.060 of the Municipal Code, outdoor gatherings, school bands, dances, shows, and athletic events are hereby exempted from the provisions of this chapter provided such activities are conducted pursuant to a duly authorized license or permit.

EXISTING CONDITIONS

Stationary Sources

The Project area is located within an urbanized area. The primary sources of stationary noise in the Project vicinity are urban-related activities (i.e., mechanical equipment, emergency vehicle activities, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing noise in the Project area is generated from vehicles traveling along 9th Street, Euclid Street, and Acacia Parkway. According to the General Plan Noise Element, the Project site is located within the 70 dBA CNEL traffic noise contour of Euclid Street and 9th Street.[1]

Noise Measurements

To quantify existing ambient noise levels in the vicinity of the Project site, three noise measurements were taken on August 2, 2023; refer to Table 4.13-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken between 9:45 a.m. and 10:45 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 4.13-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	In front of 11332 Acacia Parkway	54.3	42.4	73.3	9:58 a.m.
2	Adjacent to the Healthy Aging Center Acacia	54.5	73.8	69.7	10:11 a.m.
3	On the sidewalk of Euclid Street, behind 12897 South Euclid Street.	66.4	46.6	79.6	10:28 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level					
Source: Michael Baker International, August 2, 2023.					

Meteorological conditions were sunny, cool temperatures, with light wind speeds (0 to 5 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix F, *Noise Analysis*.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project site is surrounded with noise sensitive land uses (institutional and residential uses). The nearest sensitive receptors are the Garden Grove Main Branch Library approximately 30 feet to the north, an adult day care center (Healthy Aging Center Acacia) approximately 30 feet to the east, single-family residential uses approximately 100 feet to the south, and condominium complexes (Acacia Park) approximately 150 feet to the west.

[1] City of Garden Grove, *City of Garden Grove General Plan: Noise Element*, Exhibit N-1B, Existing Noise Contours East.

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

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

As stated above, the Project site is in the City of Garden Grove. Therefore, regulations controlling unnecessary, excessive, and annoying noise from the City's Municipal Code and General Plan are applicable to the Project.

CONSTRUCTION

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities consisting of demolition, grading, building construction, paving, and architectural coating would occur as a single phase over a period of four years, starting in the second quarter of 2024 and concluding by the first quarter of 2028. Demolition of the existing public safety facility would not occur until the new building is complete and occupied. Ground-borne noise and other types of construction-related noise impacts would typically occur during the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-4, *Maximum Noise Levels Generated by Typical Construction Equipment*.

Table 4.13-4
Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 30 Feet (dBA)
Backhoe	40	78	82
Concrete Mixer Truck	40	79	83
Concrete Saw	20	90	94
Crane	16	81	85
Dozer	40	82	86
Excavator	40	81	85
Forklift	20	75	79
Generator	50	81	85
Grader	40	85	89
Loader	40	79	83
Paver	50	77	81
Roller	20	80	84
Tractor	40	84	88
Water Truck	40	75	79
Impact Pile Driver	20	95	99
General Industrial Equipment	50	85	89

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (*FHWA-HEP-05-054*), January 2006.

Construction noise impacts generally happen 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. The closest existing sensitive receptors are the adult day care center approximately 30 feet east and the Garden Grove Main Branch Library approximately 30 feet north of the Project site. As indicated in Table 4.13-4, typical L_{max}, or highest construction noise levels occurring over a given time period, would range from approximately 79 to 99 dBA at 30 feet. It should be noted that the noise levels identified in Table 4.13-4 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Although L_{max} is important in evaluating an interference caused by a single noise event, L_{max} could not be totaled into a one-hour or a 24-hour cumulative measure of impact as CNEL or L_{dn} could. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). It should also be noted that construction noise levels would intermittently occur for a few days when construction equipment is operating closest to these noise sensitive receptors. The remainder of the time, the construction noise levels would be much less because the equipment would be working in a large area farther away from the existing sensitive uses.

Although noise level during construction would be higher than existing ambient noise levels of 66.4 dBA L_{eq} in the vicinity of the Project site (refer to Table 4.13-3), construction noise would be intermittent and temporary. In addition, the Project would adhere to the City's Noise Ordinance governing hours of construction and noise levels generated by construction equipment. Pursuant to Municipal Code Section 8.47.060 (D), *Special Noise Sources – Construction of Buildings and Projects*, it shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile drive, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness is caused discomfort or annoyance unless such operations are of an emergency nature. As such, the City permits construction activities between the hours of 10:00 p.m. and 7:00 a.m. (nighttime) provided that they do not cause any discomfort or annoyance based on the criteria established in Municipal Code Section 8.47.050(B), *General Noise Regulations*. The Project would comply with the City's construction hour limits and is not anticipated to involve any nighttime construction activities. Thus, the Project would comply with the permitted construction hours detailed in Municipal Code Section 8.47.060 (D). Adherence to the permitted hours of construction is required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Based on policies listed in the City's General Plan Noise Element, construction activities occurring within 500 feet of sensitive uses are required to implement techniques to minimize noise impacts on residences. The nearest residential buildings are single-family residential units located approximately 100 feet south of the Project site. Thus, the Project would be required to implement techniques to minimize noise impacts (such as utilizing noise muffling devices on construction equipment, installing temporary noise barriers along the construction staging site, and avoiding the simultaneous use of multiple construction equipment). With the implementation of techniques to minimize noise impacts, as required by the City's Municipal Code regulations, for construction activities, the Project would be consistent with policies listed in the Noise Element and less than significant impacts would occur in this regard.

LONG-TERM OPERATIONAL NOISE IMPACTS

Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.[2] Based on the *City of Garden Grove Civic Center*

[2] U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed August 4, 2023.

Revitalization Project – Vehicle Miles Traveled Screening Assessment, prepared by Michael Baker International (dated October 23, 2023), the proposed Project is projected to generate a net increase of 1,627 average daily trips; refer to Appendix G, Transportation Assessment. Per the General Plan Circulation Element, average daily trips (ADT) along Euclid Street from Garden Grove Boulevard to Lampson Avenue is approximately 38,190 vehicles per day.[3] As such, the Project's trip generation (approximately 1,627 ADT) would not double existing traffic volumes and an increase in traffic noise along local roadways would be imperceptible. Therefore, Project-related traffic noise would be less than significant.

Stationary Noise Impacts

As evaluated below, stationary noise sources associated with the Project would include those typical of an urbanized areas (e.g., mechanical equipment, dogs/pets, landscaping activities, and cars parking). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential and institutional uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation.

Mechanical Equipment

The Project would require heating, ventilation, and air conditioning (HVAC) units for the proposed public safety facility. HVAC units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.[4] The HVAC units would be located at the center of the building rooftop and would be located as close as approximately 200 feet from the nearest off-site residential uses to the west of the Project site. The HVAC units would also be located as close as approximately 150 feet from the Garden Grove Main Branch Library. HVAC noise levels at this distance would be approximately 30 dBA and 32 dBA, respectively. Further, the rooftop HVAC units would be shielded by a parapet. The parapet would completely shield the HVAC units and break the line of sight between the HVAC units and the sensitive receptors, which would further attenuate operational noise from the HVAC units by approximately 8 dBA.[5] Thus, HVAC noise levels would be approximately 22 dBA and 24 dBA at the nearest residential use and institutional use, respectively. Therefore, the City's residential exterior daytime (55 dBA), residential exterior nighttime (50 dBA) noise standards, and institutional use noise standards (65 dBA) per the City's Noise Ordinance would not be exceeded as a result of HVAC stationary noise at the Project site. Additionally, HVAC units for the proposed Project would be lower than the existing ambient noise levels of 66.4 dBA near the site; refer to Table 4.13-3. Impacts would be less than significant in this regard.

Parking Areas

Traffic associated with parking activities is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-byes may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-5, *Typical Noise Levels Generated by Parking Lots*.

[3] City of Garden Grove, *Garden Grove General Plan: Circulation Element*, Table 5-5, Buildout Average Daily Traffic Volumes and Volume to Capacity Ratios.
[4] Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[5] Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

Table 4.13-5
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source	Maximum Noise Levels at 300 Feet from Source	Maximum Noise Levels at 150 Feet from Source
Car door slamming	61 dBA L_{eq}	45 dBA L_{eq}	51 dBA L_{eq}
Car starting	60 dBA L_{eq}	20 dBA L_{eq}	26 dBA L_{eq}
Car idling	53 dBA L_{eq}	37 dBA L_{eq}	43 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.			

As shown in Table 4.13-5, parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-5. The proposed Project would construct a new parking structure that would be up to four levels and may include up to one underground level to include up to 448 parking stalls. The proposed parking structure would be semi-enclosed which would provide a 5 dBA reduction in noise levels.[6] The nearest residential buildings to the proposed parking structure would be the condominium complexes approximately 300 feet to the west. At this distance, the noise levels would range from 15 to 40 dBA based on the 5 dBA-reduction as a semi-enclosed structure. Additionally, the condominium complexes west of the Project site have an existing seven-foot-tall masonry wall which would provide further noise level reduction.

The nearest sensitive receptors to the proposed parking structure would be the Garden Grove Main Branch Library approximately 150 feet north. As previously discussed, the parking structure would be semi-enclosed which would provide a 5 dBA reduction in noise levels. At this distance, noise levels from parking activities would range from 21 to 46 dBA due to the semi-enclosed design of the proposed parking structure. Thus, parking noise levels would not exceed the City's Noise Ordinance daytime (i.e., 55 dBA) and nighttime (i.e., 50 dBA) noise standards for residential uses and would not exceed City's Noise Ordinance noise standards for institutional use (i.e., 65 dBA). Potential noise levels from parking garage activities would also be lower than existing ambient noise levels of 66.4 dBA; refer to Table 4.13-3. Further, parking activity noise currently exists within the nearby land uses and would not represent a new source of noise. Impacts would be less than significant in this regard.

Outdoor Gathering Area

The Project would develop outdoor gathering areas such as the outdoor courtyard, outdoor plaza, and the relocated Civic Center Park; refer to Exhibit 2-3. The relocated Civic Center Park would be designed to accommodate events of up to 200 to 300 individuals. Additionally, the proposed park would have daily and monthly programs that include, but would not be limited to, outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits. The recreational component of the Project has the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[7] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[8] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

6 U.S Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide*, January 2006, https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/rcnm00.cfm.
7 M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
8 Ibid.

The nearest sensitive receptors would be an adult day care center located approximately 30 feet east of the Project site. Therefore, crowd noise at the nearest sensitive receptor would be 43 dBA, which would not exceed the City's noise standards for residential uses (i.e., 55 dBA for daytime and 50 dBA for nighttime) and would be lower than existing ambient noise levels of 66.4 dBA near the site; refer to Table 4.13-3. Although crowd noise may be higher with more people gathering, programs that would result in increased crowd noise such as outdoor live performances would be required to attain a duly authorized license or permit pursuant of Municipal Code Section 8.47.070 (B). The majority of events that would occur within the relocated Civic Center Park would be hosted and operated by the City as local events (200 to 300 people). Any events that are hosted by third-party entities would be required to attain an authorized license or permit from the City. As such, Project noise associated with outdoor gathering areas would not introduce an intrusive noise source over the existing condition and any community event that would result in increased crowd noise would be exempt with a duly authorized license or permit. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact range from human annoyance to building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage threshold for continuous vibrations at modern industrial/commercial buildings of 0.5 inch-per-second. The vibration produced by construction equipment is illustrated in Table 4.13-6, *Typical Vibration Levels for Construction Equipment*.

Table 4.13-6
Typical Vibration Levels for Construction Equipment

Equipment	Reference peak particle velocity at 25 feet (inch-per-second)	Approximate peak particle velocity at 30 feet (inch-per-second)[1]	Approximate peak particle velocity at 150 feet (inch-per-second)[1]
Large bulldozer	0.089	0.073	-
Loaded trucks	0.076	0.062	-
Small bulldozer	0.003	0.003	-
Impact Pile Driver[2]	0.644	-	0.090

Notes:
1. Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$
where: PPV (equip) = the peak particle velocity in inch-per-second of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in inch-per-second at 25 feet from Table 18 of the Caltrans *Transportation and Construction Vibration Guidance Manual*
D = the distance from the equipment to the receiver. The typical range of PPV from impact pile drivers.

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020.

The nearest structure from the Project site is the Garden Grove Main Branch Library approximately 30 feet to the north. As shown in Table 4.13-6, at the distance of 30 feet, the maximum vibration velocities would be approximately 0.073 inch-per-second PPV, which would not exceed the Caltrans significance threshold for modern industrial/commercial buildings (i.e., 0.5 inch-per-second PPV). Additionally, the Project would require the usage of pile drivers for the construction of the proposed parking structure on the western section of the Project site. The nearest structure to the proposed parking structure is the Garden Grove Main Branch Library approximately 150 feet north; refer to Exhibit 2-3, *Conceptual Site Plan*. At this distance, the maximum vibration velocities from the typical range of impact pile drivers would be approximately 0.090 inch-per-second PPV. As such, the usage of impact pile drivers would not exceed the Caltrans significance threshold for modern industrial/commercial buildings (i.e., 0.5 inch-per-second PPV). Moreover, the use of pile drivers, like all construction equipment impacts, would result in temporary vibration impacts which would cease at the completion of construction. Therefore, groundborne vibration impacts during Project construction would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the Project site is the Fullerton Municipal Airport located approximately seven miles to the north. The Project site is not located within the Fullerton Municipal Airport noise contours.[9] Additionally, the Project site is not located within the vicinity of a private airstrip or related facilities. Therefore, Project implementation would not expose people residing or working in the Project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[9] Orange County Airport Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, February 21, 2019.

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4.14 POPULATION AND HOUSING

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

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

No Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed Project would demolish an existing GGPD public safety facility in order to construct a new GGPD public safety facility on the western portion of the Project site. Additionally, the Project would relocate the Civic Center Park to the eastern portion of the Project site. Project construction would be temporary and would cease upon completion of the new public safety facility and relocated Civic Center Park. It is assumed that construction of the proposed Project would utilize local construction crews and would not result in permanent population growth (i.e., construction workers moving into the City to work on the Project). No new land uses are proposed that could induce substantial unplanned population growth, either directly or indirectly. Therefore, the Project would result in no impact in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no existing residences on-site. As such, Project implementation would not displace existing people or housing. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.15 PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?		✓		
2) Police protection?			✓	
3) Schools?				✓
4) Parks?			✓	
5) Other public facilities?				✓

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

1) Fire protection?

Less Than Significant Impact With Mitigation Incorporated. The Orange County Fire Authority (OCFA) provides fire protection services to the City, including the Project site. The closest fire station is Station No. 81 which is situated at the western portion of the existing on-site building at 11261 Acacia Parkway.

Construction

Construction activities associated with the proposed Project may create a temporary increase in demand for fire protection services at the Project site due to the use of flammable materials (i.e. wood, gasoline, diesel) during construction. However, construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. Additionally, Chapter 33, *Safeguards During Construction*, of the California Building Code includes the installation of a permanent or temporary water source during construction for fire protection. The existing OCFA Station No. 81 would remain in operation during Project construction. Additionally, as required under Mitigation Measure TRA-1, a Traffic Management Plan (TMP) would be prepared and implemented ensure emergency access, including fire protection services, is maintained during construction activities that may require partial lane closures. Specifically, the TMP would include measures ensuring construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and use of a construction flagperson to direct traffic, if necessary. Additionally, all construction activities would be required to comply with the City's standards and regulations, such as providing the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. As such, upon implementation of Mitigation Measure TRA-1, a less than significant impact would occur in this regard.

Operation

The Project would replace the existing GGPD public safety facility with a larger GGPD public safety facility capable of housing a net increase of up to 59 police officers and 58 civilian staff compared to existing conditions. The Project would also relocate Civic Center Park and design it to be programmable and accommodate events of up to 200 to 300 individuals. Additionally, the proposed park would have daily and monthly programming that would include, but would not be limited to, outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits. Thus, Project operations could create an increased demand for fire protection services during limited time periods. However, due to the nature of the Project, the Project would not result in direct or indirect permanent population growth (i.e., increase in residents) and as a result, would not substantially increase demands for fire services, impact service ratios, or result in the need for new or physically altered fire protection facilities; refer to Section 4.14, *Population and Housing*. The proposed Project would be required to comply with OCFA requirements regarding emergency access, fire flow, fire protection standards, minimum fire lane widths, and other site design/building standards. In addition, the Project would be subject to compliance with the California Fire Code and amendments specified in Municipal Code Chapter 18.16, *Amendments to California Fire Code*. Following compliance with OCFA and Municipal Code requirements, the Project's operational impacts to fire protection services would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

2) Police protection?

Less Than Significant Impact. The Garden Grove Police Department (GGPD) provides police protection services to Garden Grove. The proposed Project involves the demolition of the existing GGPD public safety facility on-site and construction of a new GGPD public safety facility to meet the future needs of the City.

Construction

Construction activities associated with the proposed Project may create a temporary increase in demand for police protection services at the Project site, such as potential security needs for staging areas on-site. However, construction activities would be subject to compliance with Municipal Code Title 18, *Building Code and Regulations*, which adopts by reference the California Building Code. Chapter 33, *Safeguards During Construction*, of the California Building Code includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to police services. Examples to minimize construction-related impacts to police services includes ensuring construction materials are properly secured overnight. The existing GGPD public safety facility would continue to operate and provide police protection services for the City during building construction. The existing facility would continue to operate until the construction of the proposed GGPD public safety facility and parking structure are completed. Upon completion, the existing facility would be demolished and then the new Civic Center Park would be constructed. As such, police protection services for the City would be unimpeded during the Project's construction. Compliance with existing regulations would ensure less than significant impacts occur in this regard.

Operation

As previously discussed, this Project involves the construction of a new GGPD public safety facility that would house the GGPD police officers and supporting civilian staff. The development of the proposed Project would not generate an increase in demand for police protection services. Based on the Infrastructure Space Needs Assessment Report (dated January 14, 2020) prepared by Dewberry, the existing GGPD public safety facility was built to fulfill 1970s code standards and parameters. As such, the existing GGPD public safety facility does not meet current safety and security standards. The proposed GGPD public safety facility would be constructed with the intent to update the existing safety and security standards, accommodate future expansion and flexibility, incorporate industry standards and best practices for public safety facilities, provide enhanced accessibility, and sustain services and needs of the GGPD for the next 50 years. Therefore, the intent of the Project is to construct a new GGPD public safety facility capable of

accommodating the projected number of GGPD staff by 2039. Additionally, due to the nature of the Project, the Project would not directly or indirectly result in permanent population growth in the City that would impact existing service ratios. As stated, the proposed Project would be designed in compliance with the California Fire Code and amendments specified in Municipal Code Chapter 18.16, *Amendments to California Fire Code*. The impacts of the proposed construction and operation of the GGPD safety facility are analyzed throughout this document. Following compliance with State and local site safety requirements, the Project's operational impacts to police services would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

No Impact. The Project site is located within the boundaries of the Garden Grove Unified School District (GGUSD). The schools serving the Project site include Stanley Elementary School located at 12201 Elmwood Avenue; Ralston Intermediate School located at 10851 Lampson Avenue, and Garden Grove High School located at 11271 Stanford Avenue, all within the City of Garden Grove.[1]

Given the non-residential nature of the proposed development, the Project would not generate additional students within the Project area. As such no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City of Garden Grove currently owns, operates, and maintains 15 parks and facilities within the City. Additionally, there are four park facilities that are school owned and City maintained and three park facilities that are County-owned in Garden Grove. Civic Center Park is located on-site and is proposed to be relocated to the eastern portion of the site. The existing Civic Center Park's topography and design has made it difficult for the City to program activities and events, and as such, the park has become a place for people to gather passively. The relocated Civic Center Park (approximately 2.8-acre) park would be of similar size compared to the existing Civic Center Park; however, the relocated park is expected to include additional programming opportunities and enhanced amenities in comparison to the existing park. The proposed park would be designed to accommodate up to 300 individuals and would have programs and events including, but not limited to, outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits.

The existing Civic Center Park would be demolished and the construction of the relocated Civic Center Park would not be initiated until the new GGPD public safety facility and parking structure are constructed and the existing GGPD public safety facility is demolished. As such, there would not be any park facilities at the Civic Center area temporarily during this time. Notwithstanding, the existing Civic Center Park does not include any existing park programming services. As such, this temporary delay in park service would not be considered significant.

Overall, the Project would provide a park with additional recreational amenities and events for City residents and visitors. As previously discussed, the existing Civic Center Park has an odd-shape and large pond feature which discourages the potential for events and programming to occur. As such, the relocated Civic Center Park, while smaller than the existing park, would be designed to allow for additional programming and amenities enhancement. The environmental impacts associated with the proposed development are analyzed throughout this Initial Study and as analyzed, would not result in substantial adverse physical impacts. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[1] Garden Grove Unified School District, *SchoolSite Locator*, http://apps.schoolsitelocator.com/?districtcode=89374, accessed June 5, 2023.

5) Other public facilities?

No Impact. Other public facilities that could potentially be impacted by the proposed Project include the Garden Grove Main Library, Garden Grove City Hall, Senior Center, and Garden Grove Community Meeting Center (CMC).

The Garden Grove Main Library is located approximately 100 feet north of the Project site at 11200 Stanford Avenue. City Hall is located south of the Project site and at 11222 Acacia Parkway. Lastly, the Senior Center and CMC are located north of the Project site at 11300 Stanford Avenue. Temporary construction activities may expose employees and visitors of these existing public facilities to construction activities. Potential increased noise levels, compared to existing levels, and exposure to construction-related pollutants have been considered in Sections 4.3, 4.8, and 4.13. Per these analyses provided in this Initial Study, construction-related activities would result in less than significant impacts and would be temporary and cease upon completion of construction. Further, operations of these public facilities would continue to function and would not be adversely impacted by the Project's construction or operational activities. Further, due to the nature of the Project, the Project would not directly or indirectly result in permanent population growth that could adversely impact existing public facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.16 RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As stated in Response 4.15(a)(4), the proposed Project would relocate the existing Civic Center Park. The existing Civic Center Park has an odd-shape and large pond feature which discourages the potential for events and programming to occur. As such, the reconstructed park would provide an activated, safe, and welcoming green space in the Civic Center area. The existing meandering walkway along the northern portion of the Project site would be reconfigured to facilitate pedestrian movement within the Civic Center area, connecting these existing facilities/amenities to the proposed Civic Center Park. The new park would include amenities such as benches, tables, trash and recycle receptacles, and pavilions. The park would be designed to be programmable and accommodate events of up to 200 to 300 individuals. Additionally, the proposed park would have daily and monthly programming that includes, but is not limited to, outdoor fitness classes, farmers markets, outdoor live performances, and art exhibits. As a result, the proposed Project would enhance the Civic Center Park and provide new recreational amenities to City residents and visitors. Further, the Project would not generate any new permanent residents. Thus, the proposed Project would not result in a substantial increase in demand on existing parks or other recreational facilities and would not result in the physical deterioration of these facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.16(a). Environmental impacts associated with the proposed park are analyzed throughout this Initial Study and, as analyzed, would not result in adverse physical effects on the environment. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.17 TRANSPORTATION

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

This section is primarily based upon the *City of Garden Grove Civic Center Revitalization Project – Vehicle Miles Traveled Screening Assessment* (VMT Assessment) prepared by Michael Baker International (Michael Baker) (dated October 23, 2023); refer to Appendix G, *Transportation Assessment*.

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

Less Than Significant Impact With Mitigation Incorporated.

General Plan

The General Plan Circulation Element includes transportation goals, policies, and implementation programs that govern the system of roadways, intersections, bicycle paths, pedestrian ways, and other components throughout the circulation system, which collectively provide for the movement of people and goods throughout the City. The following policies and implementation programs related to transportation apply to the proposed Project:

- Policy CIR-3.5: Require new developments to implement access and traffic management plans that will reduce the potential for neighborhood traffic intrusion through factors such as driveway location, turn restrictions, shuttle bus operations, and/or travel demand strategies.

  According to the *Transportation Impact Study, City of Garden Grove, Civic Center Revitalization Project* (TIA), prepared by Michael Baker and dated October 30, 2023, the Project's trip distribution would be contained within Euclid Street and Garden Grove Boulevard; and thus, not result in significant neighborhood traffic intrusion.

  Project construction activities may result in temporary partial lane closures during construction. Roadway facilities would be required to include at least one lane of travel open at all times for emergency vehicle access. Further, bicycle lanes, pedestrian sidewalks, and bus stops would be required to remain open and accessible, to the greatest extent feasible, during construction or be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) accessibility. During periods of partial lane closures, the contractor would be required to implement a temporary construction Traffic Management Plan (TMP) to maintain traffic flow and emergency access (including access to the driveway serving the existing GGPD public safety facility [until completion of the proposed GGPD public safety facility] and Fire Station No. 81) during the construction process (Mitigation Measure TRA-1). The TMP would include potential measures such

as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. Further, bicycle lanes, pedestrian sidewalks, and bus stops would be required to remain open and accessible, to the greatest extent feasible, during construction or be re-routed to ensure continued connectivity while maintaining ADA accessibility. As such, implementation of Mitigation Measure TRA-1 would ensure the Project is consistent with Policy CIR-3.5.

According to the General Plan Circulation Element, transit services in the City are provided by the Orange County Transit Authority (OCTA). OCTA provides transit bus services to the City via 19 fixed-bus routes, with a Route 37 bus stop located adjacent to the southwest of the site, near the intersection of Euclid Street and Acacia Parkway. Implementation of the proposed Project would maintain the existing bus stop locations in the Project area. Additionally, the new GGPD public safety facility and relocated Civic Center Park are not anticipated to result in a substantial increase in the use of bus transit facilities, compared to the existing condition. Further, the Orange County Fire Authority (OCFA) is required to confirm that the Project proposes appropriate site access, including adequate emergency access for first responders. Thus, the Project would be consistent with Policy CIR-3.5.

- Policy CIR-5.4: Provide appropriate pedestrian access throughout the City of Garden Grove.

  Pedestrian facilities (sidewalks) are provided along Euclid Street, Acacia Parkway, and 7th Street. As discussed in Section 2.4, *Project Characteristics*, the Project would replace the existing sidewalks along Acacia Parkway and Euclid Street along the Project frontages in accordance with City standards. The proposed replacement sidewalk would be consistent with General Plan Circulation Element Policy CIR-5.4, which encourages appropriate pedestrian access be provided throughout the City.

  Project construction activities may result in temporary partial lane closures during construction. Roadway facilities would be required to include at least one lane of travel open at all times for emergency vehicle access. Further, bicycle lanes, pedestrian sidewalks, and bus stops would be required to remain open and accessible, to the greatest extent feasible, during construction or be re-routed to ensure continued connectivity while maintaining ADA accessibility. During periods of partial lane closures, the contractor would be required to implement a temporary construction TMP to maintain traffic flow and emergency access (including access to the driveway serving the existing GGPD public safety facility [until completion of the proposed GGPD public safety facility] and Fire Station No. 81) during the construction process (Mitigation Measure TRA-1). The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. Further, bicycle lanes, pedestrian sidewalks, and bus stops would be required to remain open and accessible, to the greatest extent feasible, during construction or be re-routed to ensure continued connectivity while maintaining ADA accessibility. As such, implementation of Mitigation Measure TRA-1 would ensure the Project is consistent with Policy CIR-5.4.

Bicycle Facilities. No bicycle facilities are currently located near the Project site; however, as depicted in General Plan Circulation Element Exhibit CIR-7, *Master Plan of Bikeway Facilities*, Class II Bikes Lanes (On-Street Striped Lanes) are proposed along Euclid Street and Stanford Avenue. Implementation of the proposed Project would not impact the City's ability to carry out the planned bicycle system for the area (including the proposed Complete Street along the Project's western frontage [Euclid Street] and Class IV separated Bikeways along the Project's southern frontage [Acacia Parkway]).

Transit Facilities. As mentioned above, transit services in the City are provided by OCTA. OCTA provides transit bus services to the City via 19 fixed-bus routes, with a Route 37 bus stop located adjacent to the southwest of the site, near the intersection of Euclid Street and Acacia Parkway. OCTA Route 37 provides north-south local bus service between

the cities of La Habra and Fountain Valley primarily along Euclid Street.[1] Implementation of the proposed Project would maintain the existing bus stop locations in the Project area. Further, the new GGPD public safety facility and relocated Civic Center Park are not anticipated to result in a substantial increase in the use of bus transit facilities, compared to the existing condition.

Active Streets Master Plan

Pedestrian Priority Areas. The Project site is located within areas of the Active Streets Master Plan classified as Pedestrian Priority Areas and Study Corridors. Pedestrian Priority Areas are defined as areas which have high pedestrian activity, such as around civic or commercial areas and have a history of pedestrian involved collisions. Pedestrian Priority Areas are intended to improve pedestrian access through the addition of sidewalks, crossing and intersections, and traffic signals and warning beacons. A total of eight Pedestrian Priority Areas and corridors for infrastructure improvements are identified in the Active Streets Master Plan. The proposed Project is located within the Downtown and Garden Grove High School Pedestrian Priority Area; refer to Active Streets Master Plan Figure 7-4, *Pedestrian Priority Area*.

As discussed above, implementation of the proposed Project would include replacing the existing sidewalks along Acacia Parkway and Euclid Street along the Project frontages in accordance with City standards. Additionally, median improvements and pedestrian crosswalk striping would also be installed in the Acacia Parkway right-of-way. Last, pedestrian connections within the Civic Center area would be replaced to connect the relocated Civic Center Park to the surrounding area. With implementation of Mitigation Measure TRA-1 to facilitate pedestrian and bicycle travel during construction, the Project would be consistent with policies pertaining to the City's identified Pedestrian Priority Areas. Impacts in this regard would be less than significant.

Complete Streets and Separated Bike Lanes. Study Corridors are defined as areas around the City that have been analyzed to assess the feasibility of potential improvements through proposed bicycle facilities. Study Corridors throughout the City consist of: 1) Complete Street Study Corridors; 2) Class IV separated Bikeway Study Corridors; and 3) Class II Bike Lane Study Corridors. A Complete Street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, freight, and motorists, appropriate to the function and context of the facility. Class IV Bikeways are intended to provide a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle trac by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier. The Project site is located in an area of the City in which a Complete Street Study Corridor and Class IV Separated Bikeway Study Corridor have been recommended for bicycle facilities improvements; refer to Active Streets Master Plan Figure 5-1, *Proposed Bicycle Facilities for Garden Grove*.

The Active Streets Master Plan identifies a potential Complete Street along the Project's western boundary along Euclid Street. Euclid Street is classified as a Primary Arterial street. Primary Arterial streets are defined as four-lane divided highways which are designated within a 100-foot right-of-way. Euclid Street, in the Project area, is fully dedicated and provides the overall 100-foot right-of-way. The proposed Project is not anticipated to affect or encroach into the 100-foot right-of-way width. The Master Plan also identifies the Project's southern frontage along Acacia Parkway as a potential Class IV separated Bikeways. This specific improvement is not identified as part of the proposed Project. However, implementation of the proposed Project would not impede the City from carrying out such an improvement in the future. Overall, the proposed Project would have no impact on future planned bikeways/paths or Complete Streets plans/improvements. No impact would occur in this regard.

Other Bicycle and Pedestrian Policies. The Active Streets Master Plan also includes bicycle and pedestrian goals and policies that are utilized for implementing infrastructure improvements for better connectivity throughout the City to

[1] Orange County Transportation Authority, *West/Central County System Map*, https://www.octa.net/ebusbook/routePdf/WCCounty.pdf, accessed August 29, 2023.

surrounding cities and the region; thus, providing accessible walking and biking linkages. The following policies related to bicycle and pedestrian facilities apply to the proposed Project:

- Policy 2.A.2: Identify opportunities to reduce traffic exposure for people walking by reducing crossing distances and/or providing safe and convenient pedestrian facilities.

- Policy 3.A.2: Facilitate pedestrian and bicycle travel during development projects through public and private construction zones.

Specifically, the proposed Project would be consistent with Active Streets Master Plan Policy 2.A.2, which requires projects to identify opportunities to reduce traffic exposure for people walking by providing safe and convenient pedestrian facilities. Pedestrian connections within the Civic Center area would be replaced to connect the relocated Civic Center Park to the surrounding area. Median improvements and pedestrian crosswalk striping would also be installed in the Acacia Parkway right-of-way.

As discussed above, the Project would be consistent with these policies pertaining to bicycle and pedestrian improvements, including potential temporary impacts during construction. Impacts in this regard would be reduced to less than significant levels with compliance with Mitigation Measure TRA-1.

Rail Facilities

No commuter rail line services are located within the City; however, an extension to OCTA's Metrolink commuter rail line is proposed, which would create a five-mile transportation corridor that links the City (at the Pacific Electric right-of-way/SR-22) to both the Santa Ana Civic Center and the Santa Ana Regional Transportation Center and Metrolink station. Implementation of the proposed Project would not impact existing or planned commuter rail line services.

Conclusion

At Project completion, operations of the new GGPD public safety facility and proposed park would not conflict with any program plan, ordinance, or policy addressing the City's existing or future transit, bicycle, or pedestrian network. Rather, the existing meandering walkway along the northern portion of the Project site would be reconfigured to facilitate pedestrian movement within the Civic Center area, connecting these existing facilities/amenities to the proposed park. Further, Project operations would occur within the Project boundary and the surrounding roadways, transit, bicycle, and pedestrian facilities would be restored to pre-Project conditions upon the completion of construction. Thus, impacts would be reduced to less than significant levels.

Mitigation Measures:

TRA-1 Prior to Project commencement of construction, the City, or their designee, shall prepare a construction Traffic Management Plan (TMP) for approval by the City Traffic Engineer. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall limit construction interruptions to bicycle, pedestrian, and bus facilities during construction to the greatest extent feasible and specify that one direction of travel in each direction must always be maintained along Euclid Street, Acacia Parkway, 7th Street, and Stanford Avenue throughout Project construction. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) accessibility. The TMP shall be incorporated into Project specifications for verification prior to Project commencement of construction.

b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?

Less Than Significant Impact. The VMT Assessment evaluates the Project's vehicle miles traveled (VMT) impacts in accordance with the *City of Garden Grove Traffic Impact Analysis Guidelines for Vehicle Miles Travelled and Level of Service Assessment* (TIA Guidelines), dated May 2020, to satisfy Senate Bill (SB) 743 requirements and CEQA Guidelines Section 15064.3, subdivision (b). As outlined in the TIA Guidelines, a VMT screening analysis is required in order to determine whether or not a project would need to provide further VMT analysis. As part of the screening analysis, there are three screening steps to determine if further VMT analysis is required:

- Transit Priority Area (TPA) Screening – A Project located within a TPA may be presumed to have a less than significant impact unless it:
  - Has a Floor Area Ratio (FAR) of less than 0.75;
  - Requires more parking than is required by the City;
  - Is inconsistent with the Sustainable Community Strategy (SCS); or
  - Replaces affordable residential units;
- Low VMT Area Screening – Residential and office projects in areas with low VMT, and that incorporate similar features (density, mix of uses, transit accessibility) will tend to exhibit similarly low VMT. Maps created with VMT data can illustrate areas currently below threshold VMT; and
- Project Type Screening – The following uses can be presumed to have a less-than-significant impact absent substantial evidence to the contrary as their uses are local serving in nature:
  - Local-serving K-12 schools;
  - Local parks;
  - Day care centers;
  - Local-serving retail uses less than 50,000 square feet;
  - Local-serving hotels (non-destination);
  - Student housing projects on or adjacent to a college campus;
  - Local-serving assembly places (places of worship, community organizations);
  - Community institutions (public libraries, fire stations, local government);
  - Affordable supportive or transitional housing;
  - Assisted living facilities/senior housing;
  - Local serving community colleges; and
  - Projects generating less than 110 daily vehicles trips.

Transit Priority Area Screening

- TPAs are defined as areas within 0.5-mile of an existing major transit stop/station or high-quality transit corridor with a frequency of service of 15 minutes or less during the peak commute hours. While the Project is located within a TPA, further evaluation is needed to determine applicability of this screening criterion regarding the four exceptions mentioned above: Floor Area Ratio – The proposed GGPD public safety facility would be up to 104,400 square feet on a total of 2.75 acres. This equates to an approximately 0.87 FAR. It should be noted that the total Project area is approximately 9.2 acres in size; however, this acreage is not limited to the GGPD public safety facility, as it includes Civic Center Park. Thus, this exception does not apply to the Project .
- Parking – The existing GGPD public safety facility provides a total of 221 parking stalls; however, this supply is not sufficient to meet the current parking demand and staff are often required to park off-site in an existing un-secured parking lot. The new parking structure would be up to four levels and may include up to one underground level to house up to 448 parking stalls. The parking structure would accommodate secured police fleet vehicle parking, staff's personal vehicles, and may include limited areas for public parking. Therefore, this exception does not apply.

  It should be noted that the City conducted a detailed parking study and subsequently published the *Downtown Parking Management Strategic Plan* that outlined the existing on-street and off-street parking conditions, as well as forecasting future parking demand. However, the parking study did not specifically include the proposed Project or the proposed parking structure as these improvements were not being planned and/or under consideration at the time of preparation of the parking study and subsequent *Downtown Parking Management Strategic Plan*.
- SCS Consistency – The proposed Project is consistent with the SCS as it maintains the current zoning designation and does not modify any land uses in the General Plan. Thus, the Project meets the SCS Consistency requirement; and this exception would not apply to the proposed Project.
- Affordable Housing – The proposed Project does not replace any affordable housing. Thus, Exception No. 4 would not apply to the proposed Project.

As analyzed above, none of the four exceptions would apply to the proposed Project. Therefore, the proposed Project is presumed to have a less than significant impact based on the TPA screening criterion.

Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact. Other employment-related and mixed-use land use projects may qualify for the use of this screening criterion if the project can reasonably be expected to generate VMT per resident, worker, or service population that is similar to the existing land uses in the low VMT area. This presumption may not be applicable if the project land uses would alter the existing environment by generating significant VMT per resident, worker, or service population in the low VMT area.

As depicted in VMT Assessment Exhibit 5, *OD Method: Daily VMT per Service Population Compared to County Average*, the Project site is located within a traffic analysis zone (TAZ) that is higher than the County of Orange Average. The proposed Project is not a residential or office type project; and therefore, the low VMT Area screening criterion is not applicable.

Project Type Screening

As outlined in the City's TIA Guidelines, projects which are listed under the Project Type screening step above can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local

serving in nature. As the proposed Project would construct a new GGPD public safety facility and relocate the Civic Center Park, both of which would be local serving in nature, the proposed Project meets the Project Type screening criterion and would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). Vehicular access would be accommodated along Acacia Parkway (via the new parking structure) at a similar location as the existing condition; refer to Exhibit 2-3, *Conceptual Site Plan*. Internal drive aisles would also be constructed to provide vehicular access to the new parking structure. The proposed site access and internal circulation improvements would not result in hazardous traffic conditions and would be subject to the review and approval by the City's Traffic Engineer and OCFA for compliance with applicable design and safety standards. Thus, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. As detailed above in Response 4.17(c), vehicular access for the new parking structure would be accommodated along Acacia Parkway. Additionally, the Project would propose improvements to the existing Project frontage (Acacia Parkway) and Euclid Street (such as new sidewalks, curb and gutter, and various other street improvements in accordance with City standards). Median improvements and pedestrian crosswalk striping would be installed in the Acacia Parkway right-of-way. As such, construction activities would temporarily impact adjacent roadway right-of-way (e.g., through partial lane closures). Implementation of Mitigation Measure TRA-1 would require a TMP be prepared and implemented to maintain emergency access during Project construction. Additionally, all construction activities would be required to comply with the City's standards and regulations (including providing the necessary on- and off-site access and circulation for emergency vehicles and services during the construction). With the implementation of Mitigation Measure TRA-1, and adherence to applicable City standards and regulations, impacts in this regard would be reduced to less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

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4.18 TRIBAL CULTURAL RESOURCES

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

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

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

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

No Impact. According to Appendix C, *Cultural Resources Assessment*, no historic resources listed or eligible for listing in a State or local register of historic resources are located within the Project site. Thus, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. In compliance with AB 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed Project. The letters were distributed by certified mail on June 13, 2023. The tribes had 30 days to respond to the City's request for consultation. The Gabrieleno Band of Mission Indians - Kizh Nation requested consultation on June 27, 2023.

The Gabrieleno Band of Mission Indians - Kizh Nation indicated that the Tribe has been culturally affiliated with areas in the City of Garden Grove and the region and, therefore, the Project site is sensitive to potential tribal cultural resources. However, no specific known tribal cultural resources were identified at the Project site or immediate vicinity. Further, as described in the *Phase 1 Cultural Resources Assessment for the Garden Grove Civic Center Project, City of Garden Grove, Orange County, California*, prepared by Michael Baker International (dated August 2023), the Project site has been intensely developed since the middle twentieth century, and most of the Project site has been disturbed by past building and road construction, demolition, grading, and utilities excavation/installation; refer to Appendix C.

Although no known tribal cultural resources are present on-site, the Project site remains sensitive for unknown tribal cultural resources, particularly in areas where native, previously undisturbed soils are present. To avoid inadvertent impacts to tribal cultural resources that may be inadvertently encountered during the Project's ground disturbing activities, Mitigation Measure TCR-1 would require the City, or its designee, to retain a qualified Native American Monitor (from a tribe traditionally culturally affiliated with the Project area) to conduct a Tribal Cultural Resources Sensitivity Training for construction personnel prior to commencement of any ground disturbing activities. If evidence of potential subsurface tribal cultural resources is found during ground disturbing activities, Mitigation Measure TCR-1 would ensure that activities in the vicinity of the find are halted within 50 feet of the find, appropriate parties are notified, and appropriate evaluation and treatment of said resource(s) is provided. With implementation of Mitigation Measure TCR-1, Project impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

TCR-1 **Native American Sensitivity Training/Inadvertent Discovery.** The Project's grading and construction plans and specifications shall state that, prior to commencement of any ground disturbing activities, a Native American monitor from a tribe traditionally and culturally affiliated with the Project area shall be retained for the proposed Project. A copy of the executed contract shall be submitted to the City of Garden Grove Planning

Division and Building and Safety Division prior to the issuance of any permit necessary to commence a ground-disturbing activity such as grading or excavation.

The Tribe shall be contracted to conduct a Tribal Cultural Resources Sensitivity Training for construction personnel prior to the start of construction activities. The training session shall include a handout and shall focus on how to identify Native American resources encountered during ground-disturbing activities and the procedures to be followed if resources are discovered.

In the event that potential Tribal Cultural Resources are inadvertently discovered during ground-disturbing activities, work shall be halted within 50 feet of the find until it can be evaluated by a qualified archaeologist from the Orange County List of Qualified Archaeologists, retained by the Project Applicant in cooperation with a Tribal monitor from a tribe traditionally and culturally affiliated with the Project area to determine if the potential resource meets the CEQA definition of historical (CEQA Guidelines Section 15064.5(a)) and/or unique resource (Public Resources Code Section 21083.2(g)), and/or a "nonunique archeological resource" that conforms with the criteria of Public Resources Code section 21074(a) (Public Resources Code section 21074(c), Public Resources Code section 21083.2(h)). Construction activities may continue in other areas.

Based on the recommendations of the qualified archaeologist and tribal monitor, the City of Garden Grove Planning Division and Building and Safety Division shall determine whether the resource constitutes a Tribal Cultural Resource as defined by Public Resources Code 21074.

If the resource is determined by the City of Garden Grove Planning Division and Building and Safety Division to be a Tribal Cultural Resource, and avoidance is not feasible, then the qualified archaeologist, in consultation with the tribal monitor and, if relevant, the Most Likely Descendant (MLD), shall prepare and execute a treatment plan for the resource as described in MM CUL-1. The treatment plan is anticipated to consist of controlled excavation and salvage of the resource. All recovered and salvaged resources shall be documented in a report to be filed at the South Central Coastal Information Center and either permanently preserved in an established accredited professional repository, reburied, or repatriated to the Tribe or MLD, as determined by the City in consultation with the Tribe, MLD, and qualified archaeologist and specified in the treatment plan. Halted ground-disturbing activities shall not resume until the treatment plan has been completed to the satisfaction of the City's Director of the Community Development Department.

Prior to commencement of ground disturbing activities, the City's Director of the Community Development Department, or designee, shall verify that all Project grading and construction plans require the Native American Sensitivity Training and the treatment of resources as specified in this mitigation measure.

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4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

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

Less Than Significant Impact.

Water

The Project site is served by the City of Garden Grove Department of Public Works, Water Services Division (Water Services Division). To meet customers' needs, the Water Services Division uses a combination of local groundwater and surface water purchased from the Metropolitan Water District of Southern California (MWD), which is imported from the Colorado River Aqueduct and the State Water Project (SWP) in northern California.[1] The City's water system, which includes the Project site, currently encompasses 11 active wells and four MWD connections.

The proposed Project would install new lateral connections to the existing 8-inch water line in Acacia Parkway. The proposed Project would construct a larger GGPD public safety facility, new parking structure, and relocated Civic Center Park. Thus, the proposed Project would generate additional water demand beyond existing conditions. However, the anticipated water demand from the proposed Project would not be in such quantities that require construction of new, or the expansion of existing, off-site water facilities. Additionally, all lateral connections would be required to be designed and constructed in accordance with the International Organization of Standardization Ratings, California Plumbing Code, Water Standard Specifications (within the City's Standard Plans and Specifications), and American Water Works Association Standards per Municipal Code Section 14.24.100, *Water Supply Standards*. Thus,

[1] City of Garden Grove, *2020 Urban Water Management Plan*, https://ggcity.org/sites/default/files/Garden%20Grove%202020%20UWMP%20FINAL-2021.06.29.pdf, June 2021.

it is not anticipated that Project implementation would require construction of new or the expansion of existing water facilities, which could cause significant environmental effects.. Less than significant impacts would occur in this regard.

Wastewater

Sewer services for the Project site are provided by the Garden Grove Sanitary District (GGSD). GGSD operates and maintains the City's wastewater system which consists of over 312 miles of gravity sewer pipes, 9,700 manholes, and four lift stations. [2] According to the General Plan Infrastructure Element, the gravity pipes collect wastewater from the service area and convey it to the Orange County Sanitation District's (OCSD) trunk sewers for conveyance and treatment. OCSD is responsible for safely collecting, treating, and disposing of wastewater generated by users in its service area, which encompasses an approximately 479 square mile area with a population of approximately 2.6 million people. Wastewater generated at the Project site is treated by OCSD at plants in Fountain Valley (OCSD Reclamation Plant No. 1) or Huntington Beach (OCSD Reclamation Plant No. 2). In 2018, approximately 188 million gallons per day of wastewater were processed and treated at OCSD Reclamation Plants No. 1 and No. 2.

The Project would install new lateral connections to the sewer system in Acacia Parkway. The Public Works Department plans to replace the existing sewer pipe in Acacia Parkway in fall 2024 to improve the location, size, and condition of the existing sewer main. This sewer replacement project is an existing planned project by the Public Works Department in accordance with its approved Capital Improvements Program. As such, this planned project would upgrade the existing pipe from 6-inch to 8-inch in size. As such, the proposed Project would be designed to connect to the new/replaced sewer main in Acacia Parkway. The proposed Project would construct a larger GGPD public safety facility, new parking structure, and relocated Civic Center Park. Thus, the proposed Project would generate additional wastewater beyond existing conditions. However, the anticipated wastewater generation from the proposed Project would not be in such quantities that require construction of new, or the expansion of existing, off-site wastewater facilities. As such, it is not anticipated that Project implementation would require construction of new or the expansion of existing wastewater facilities that could cause significant environmental effects.

Stormwater

The Project would be required to prepare a water quality management plan (WQMP) which would be required to include non-structural and structural BMPs. The Project's non-structural BMPs may include: activity restrictions; common area landscape management; BMP maintenance; spill contingency plan; hazardous materials disclosure compliance, Uniform Fire Code implementation; common area litter control; common area catch basin inspection; and street sweeping private streets. Structural BMPs would include, but not be limited to: providing storm drain system stenciling and signage; designing and constructing trash and waste storage areas; and using efficient irrigation systems and landscaping design, water conservation, smart controllers, and source control. The WQMP would also be required to include hydrological calculations that confirm structural BMPs adequately accommodate stormwater runoff volumes and therefore, comply with established regulations under the National Pollutant Discharge Elimination System (NPDES) program.

The proposed Project would install a new drainage system to collect and convey stormwater on-site. On-site stormwater would be collected in new on-site catch basins, then would flow to the City's existing stormwater system, via an existing 30-inch reinforced concrete pipe in Acacia Parkway.

Per Municipal Code Chapter 11.16, *Watercourse and Drains*, all Project-related discharge to the City's municipal storm drain system would be required to be permitted to do so by the City. Pursuant to the permit requirements, the City contractor would be required to provide the following to the City Engineer: the place where such construction, reconstruction, repair, or alteration is to take place; and the type of construction proposed to be used in such

[2] Orange County Sanitation District, *Orange County Sanitation District Facilities Master Plan Program Environmental Impact Report*, September 2020.

construction, reconstruction, repair, or alteration, together with the materials to be used, shown on an accompanying diagram of the proposed work, and such other information as the City may require.

The Project's storm drain system would be permitted in the manner specified in the application, or in such manner as the City may determine is required, if the City Engineer concludes that the proposed structure, fill, alteration, or repair:

1. Will not constitute a part of the City's permanently improved stormwater drainage system;
2. Will not interfere with the flow of natural stormwater; and
3. Will not injure adjoining property, the City shall issue a permit to do the proposed work to carry out the purposes of this chapter.

If the City determines that the proposed structures will constitute a part of the City's permanently improved stormwater drainage system, the contractor shall obtain a Class "B" permit and perform the work under the provisions of Municipal Code Sections 11.12.200 through 11.12.290 in accordance with plans and specifications therefor approved by the City Engineer.

Upon adherence to the Municipal Code requirements pertaining to discharge at the Project site, impacts would be reduced to less than significant levels.

Dry Utilities

Natural gas services are provided by the Southern California Gas Company (SoCalGas) and electricity services are provided by Southern California Edison (SCE). The Project would result in the construction of new on-site underground dry utilities connected to the existing underground SoCalGas owned 2-inch natural gas pipe and SCE owned electrical utilities in the Acacia Parkway right-of-way. Thus, the proposed Project would comply with Municipal Code Section 9.48.030, *Requirements*, which requires all existing and proposed on-site and off-site utility facilities to be placed underground. Further, payment of standard utility connection fees and ongoing user fees would be required to ensure Project impacts to existing utility services are adequately offset. The potential environmental impacts based on the installation of utilities are analyzed throughout this Initial Study. As such, Project impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As discussed above, the Water Services Division would provide water services to the Project site. Table 4.19-1, *City of Garden Grove Total Water Demand Projections*, summarizes the City's anticipated total water demand projections from 2020 through 2045 from the Water Services Division's UWMP.

As mentioned above, the City relies on a combination of imported water from MWD and local groundwater to meet its water needs. According to the UWMP, the City is able to meet projected demands during normal, dry, and multiple dry years through 2045; refer to Tables 4.19-2, *Normal Year Supply and Demand Comparison*, through 4.19-4, *Multiple Dry Year Supply and Demand Comparison*.

Table 4.19-1
City of Garden Grove Total Water Demand Projections

	2020	2025	2030	2035	2040	2045
Potable, Raw, Other Non-Potable Water Demand	21,979	22,588	22,958	22,880	22,744	22,792
Recycled Water Demand[1]	0	0	0	0	0	0
Optional Deduction of Recycled Water Put Into Long-Term Storage[2]	-	-	-	-	-	-
Total Water Demand	**21,979**	**22,588**	**22,958**	**22,880**	**22,744**	**22,792**

Notes: Units are in acre-feet.
1. Recycled water demand fields are blank until the Garden Grove 2020 Urban Water Management Plan (UWMP) Table 6-4 is completed.
2. Long-term storage means water placed into groundwater or surface storage that is not removed from storage in the same year. Supplier may deduct recycled water placed in long-term storage from their reported demand. This value is manually entered into UWMP Table 4-3.

Source: City of Garden Grove, *Garden Grove 2020 Urban Water Management Plan*, Table 4-4: Retail: Total Water Use (Potable and Non-Potable), June 2021.

Table 4.19-2
Normal Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals	22,588	22,958	22,880	22,744	22,792
Demand Totals	22,588	22,958	22,880	22,744	22,792
Difference	0	0	0	0	0

Notes: Units are in acre-feet.
This table compares the Project demand and supply volumes determine in Garden Grove 2020 Urban Water Management Plan sections 4.3.2 and 6.1, respectively.

Source: City of Garden Grove, *Garden Grove 2020 Urban Water Management Plan*, Table 7-2: Retail: Normal Year Supply and Demand Comparison, June 2021.

Table 4.19-3
Single Dry Year Supply and Demand Comparison

	2025	2030	2035	2040	2045
Supply Totals	23,943	24,336	24,253	24,109	24,159
Demand Totals	23,943	24,336	24,253	24,109	24,159
Difference	0	0	0	0	0

Notes: Units are in acre-feet.
It is conservatively assumed that a single dry year demand is six percent greater than each respective year's normally projected total water demand. Groundwater is sustainably managed through the basin production percentage and robust management measures (Garden Grove 2020 Urban Water Management Plan [UWMP] Section 6.3.4 and Appendix G of the CEQA Guidelines), indirect recycled water uses provide additional local supply (UWMP Section 6.6), and based on the Metropolitan Water District of Southern California's and Municipal Water District of Orange County's UWMPs, imported water is available to close any local water supply gap (UWMP Section 7.5.1).

Source: City of Garden Grove, *Garden Grove 2020 Urban Water Management Plan*, Table 7-3: Retail: Single Year Supply and Demand Comparison, June 2021.

Table 4.19-4
Multiple Dry Year Supply and Demand Comparison

		2025	2030	2035	2040	2045
First Year	Supply Totals	23,427	24,022	24,319	24,224	24,119
	Demand Totals	23,427	24,022	24,319	24,224	24,119
	Difference	0	0	0	0	0
Second Year	Supply Totals	23,556	24,100	24,302	24,195	24,129
	Demand Totals	23,556	24,100	24,302	24,195	24,129
	Difference	0	0	0	0	0
Third Year	Supply Totals	23,685	24,179	24,286	24,166	24,139
	Demand Totals	23,685	24,179	24,286	24,166	24,139
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	23,814	24,257	24,269	24,138	24,149
	Demand Totals	23,814	24,257	24,269	24,138	24,149
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	23,943	24,336	24,253	24,109	24,159
	Demand Totals	23,943	24,336	24,253	24,109	24,159
	Difference	0	0	0	0	0

Notes: Units are in acre-feet.
It is conservatively assumed that a five consecutive dry year scenario is a repeat of the single dry year (106 percent of Project values) over five consecutive years. The 2025 column assesses supply and demand for fiscal year (FY) 2020-21 through FY 2024-25; the 2030 column assesses FY 2025-26 through FY 2029-30 and so forth, in order to end the water service reliability assessment in FY 2044-45.

Groundwater is sustainably managed through the basin production percentage and robust management measures (Garden Grove 2020 Urban Water Management Plan [UWMP] Section 6.3.4 and Appendix G of the CEQA Guidelines), indirect recycled water uses provide additional local supply (UWMP Section 6.6), and based on the Metropolitan Water District of Southern California's and Municipal Water District of Orange County's UWMPs, imported water is available to close any local water supply gap (UWMP Section 7.5.1).

Source: City of Garden Grove, *Garden Grove 2020 Urban Water Management Plan*, Table 7-4: Retail: Multiple Dry Years Supply and Demand Comparison, June 2021.

Based on the Project's air quality and greenhouse gas modeling, the Project would result in a water demand of approximately 59,452 gpd (27.7 million gallons per year), or 66.59 acre-feet per year; refer to Appendix A, *Air Quality/GHG/Energy Analysis*. The Project's estimated water demand of 66.59 acre-feet per year would represent less than one percent of the City's total water demand of 21,979 acre-feet for 2020, the earliest year with available data within the UWMP, and 22,792 acre-feet for 2045. Additionally, the Project would be required to comply with water efficiency standards in the 2019 California Building Energy Efficiency Standards and 2019 California Green Building Standards Code. Last, the proposed Project is consistent with the land use designation and zoning for the site. As such, buildout of the Project site was already considered as part of the UWMP. Project implementation would result in a less than significant impact on water supplies.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.19(a).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Republic Services provides solid waste collection and disposal for the City, including the Project site.[3] Based on 2019 data, the most recent year available, a total of 250,317 tons of solid waste generated in the City were disposed of in 12 landfills, with the majority being disposed of at the Frank R. Bowerman Sanitary Landfill in the City of Irvine; refer to Table 4.19-5, *Primary Landfills Serving the City*.[4]

Table 4.19-5
Primary Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2019 (tons per day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Frank R. Bowerman Sanitary Landfill 11002 Bee Canyon Access Road, Irvine, CA 92618	143,896	11,500	205,000,000	12/31/2053
Olinda Alpha Landfill 1942 North Valencia Avenue, Brea, CA 92823	101,368	8,000	17,500,000	12/31/2036
Prima Deshecha Landfill 32250 Avenida La Pata, San Juan Capistrano, CA 92675	3,537	4,000	134,300,000	12/31/2102
1. Antelope Valley Public Landfill, Azusa Land Reclamation Co. Landfill, Chiquita Canyon Sanitary Landfill, Clean Harbor Buttonwillow, LLC, El Sobrante Landfill, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, and Simi Valley Landfill and Recreation Center are excluded from Table 4.19-5 as these facilities accepted less than one percent of the City's solid waste in 2019 (the last available reporting year).				
Source: California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed August 1, 2023.				

Construction

Based on the Project's air quality and greenhouse gas modeling, the Project's construction phase is anticipated to generate a maximum of 1,940 tons of demolished materials; refer to Appendix A. This quantity of demolished materials represents less than the maximum daily throughput capacities identified in Table 4.19-5. Thus, Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Additionally, all construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the Project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. As mentioned above, the existing landfill facilities would be able to accommodate the anticipated quantity of demolished materials; and thus, would be able to satisfy the 50 percent requirement for waste produced by recycling, reducing, or composting. The Project would also be required to demonstrate compliance with the 2019 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would ensure the Project's construction-related solid waste impacts would be less than significant.

[3] City of Garden Grove, *Trash and Recycling*, https://ggcity.org/pw/trash-recycling, accessed August 1, 2023.
[4] California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal During 2019 for Garden Grove*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed August 1, 2023.

Operation

Based on the Project's air quality and greenhouse gas modeling, the Project is expected to generate approximately 29.9 tons of waste per year, or approximately 0.25 tons per day; refer to Appendix A. This represents less than one percent of the daily permitted throughput capacities identified in Table 4.19-5. As such, the Project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.19(d) above. The proposed Project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the Project would be subject to AB 939, which requires that at least 50 percent of waste produced is recycled, reduced, or composted. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.20 WILDFIRE

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

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

No Impact. The City is located in a highly urbanized area that is fully built out. According to the California Department of Forestry and Fire's (CAL FIRE) *Orange County Very High Fire Hazard Severity Zones in LRA Map*, the City is not located in or near a State responsibility area nor is the City located within a designated very high fire hazard severity zone.[1] No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

[1] California Department of Forestry and Fire Protection, *Orange County Very High Fire Hazard Severity Zones in LRA Map*, October 2011.

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

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, *Biological Resources*, no special-status plant species or vegetation communities occur within the Project site. Additionally, the Project site does not serve as a wildlife corridor or nursery site, nor would the Project conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. It is acknowledged that the Project's existing ornamental trees and shrubs provide nesting habitats for year-round and seasonal avian species. The proposed Project's construction activities would be subject to compliance with the Migratory Bird Treaty Act (MBTA) pertaining to nesting birds. The Project's potential impacts to biological resources are less than significant upon compliance with existing State laws and regulations.

As indicated in Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, no historic, archaeological, or tribal cultural resources occur on-site. Should previously undiscovered cultural or tribal cultural resources be uncovered during Project ground-disturbing activities, implementation of Mitigation Measures CUL-1 and TCR-1 would reduce the Project's potential effects to less than significant levels.

As discussed within Section 4.7, *Geology and Soils*, is not expected that paleontological resources would be encountered during Project construction. Nonetheless, in the unlikely event that paleontological resources are encountered during Project construction, Mitigation Measure GEO-1 would require all Project construction activities to halt until a qualified paleontologist evaluates the paleontological significance of the find and recommends a course of action. Thus, following implementation of Mitigation Measure GEO-1, impacts would be less than significant.

Overall, the Project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory with compliance with existing State regulations and implementation of recommended mitigation.

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

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a proposed Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed Project would not result in any significant and unavoidable impacts with implementation of Project mitigation measures. Implementation of mitigation measures at the Project-level would reduce the potential for the incremental effects of the proposed Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed Project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed Project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as an institutional land use, the proposed GGPD public safety facility would be designed to meet the public safety needs by GGPD for existing and future planned development in the City and are not anticipated to result in substantial direct or indirect adverse effects following compliance with regulations and recommended mitigation measures. Additionally, the relocated Civic Center Park would also be designed to meet the park needs of the community and are also not anticipated to result in substantial direct or indirect adverse effects following compliance with regulations and recommended mitigation measures. Impacts would be reduced to less than significant following compliance with regulations and recommended mitigation measures.

4.22 REFERENCES

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4.23 REPORT PREPARATION PERSONNEL

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Joshua Rawley, Architectural Historian
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Carla Dietrich, Transportation Manager
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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Garden Grove prepare a mitigated negative declaration for the Civic Center Revitalization Project. We find that the proposed Project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Garden Grove's determination (see Section 6.0, *Lead Agency Determination*).

10/23/23
Date

Kristen Bogue, Project Manager
Michael Baker International

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required. ☐

Signature: 

Title: Senior Planner

Printed Name: Chris Chung, MPA

Agency: City of Garden Grove

Date: November 1, 2023

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